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American Railroad Journal.

New York, Saturday, December 28, 1878.

1878 AND 1879.

Time, in his eternal onward march, leaves his footprints in the years, each one marking another completed span, which men call progress if they judge that their labors in the great work of evolution have kept pace with their opportunities.

How then—gauging the present by the past—does the record of our great commonwealth of States stand? Does our annual stock taking of material accumulation and moral improvement give fresh pledges to the future by its proof of well bestowed and fruitful labor in the by gone year? We most unreservedly believe that it does do so, and that to a degree which nothing but an almost unexampled productiveness in the great staples of our soil has enabled us to attain.

Our cotton crop for the past season exceeds the largest of any previous year, and what is of yet better omen for the great Southern Section of the land the freedman shares with his former master the product of their joint efforts. This is a happy proof that independence has not necessarily begotten idleness in the emancipated slave, and that intolerance is no inherent vice in the blood of the gallant Southerner.

Despite the heavy affliction of the yellow fever, and the consequent business derangement through-

out the valley of the Mississippi, which is estimated to have cost from first to last a hundred million dollars, the South has taken its longest stride since the war in the colonization of its vast territory and in the reparation of the losses it then sustained. Many miles of new and inexpensive narrow gauge railroads have been laid, and rich districts opened for commerce, with an economy of expenditure unknown to the railroad contractors of former years.

In wheat and corn and cattle, and in the rich grasses which furnish butter and cheese, our agriculturists have been blessed beyond all precedent, both East and West, and all the resources of transport by land and water have been taxed to their utmost to convey the superabundance to our seaports, whence they have been dispersed to markets in every quarter of the civilized world, at prices low enough to force a welcome reception, yet still sufficiently high to give a handsome profit to their producers. This work of moving the crops has been the salvation of our great trunk railroad lines and their numerous feeders. Many roads still languish under an undue weight of mortgage debt, and will continue to do so until their burden is swept away by voluntary or involuntary arrangement; but the great bulk of those who have already undergone the process of reconstruction show a satisfactory surplus. Business and population have grown around such as were in advance of their time a year or two ago, and solvency is now a rule where formerly it was the exception. A comparatively small mileage of new roads has been built during the past year; but the low price of steel rails, which can now be bought and laid for what was the first cost of iron rails a few years ago, has been widely taken advantage of by our railroad companies, and the roadbeds and metal of our leading lines are now for the first time truly entitled to the term of 'permanent way.'

Our passing review of the material progress of the country would be very inadequate were we to omit to refer to the wonderful development of its mineral wealth now taking place. What proportions this development will assume it is impossible to predict; but the new gold fields of the Southern States, and the wonderful possibilities

that Arizona presents for the production of silver, point to a near future when the standard of metallic values will have to be altered.

Every medal has its reverse, and the long continued distress of our manufacturing population reminds us that the problem of the speedy and equable diffusion of prosperity has yet to be solved. The fixity that Resumption gives to values, and the diminution of existing stocks, are alike facts that will ensure a renewed activity in our manufacturing centres early in the coming year; and every concurrent sign indicates that 1879 will exceed the date to which we are now bidding farewell, in all that can add to our national contentment.

To the subscribers of the Journal, whose birth antedates the lives of many of its readers, its proprietor presents his assurance that its tabular statements will continue to be, as they always have been, a faithful synopsis of the status of every railroad on this continent; and that its reading matter, in keeping time with the progress of the day, will mirror as truly as may be every advance in the varied interests that come within its scope. Every issue of a journal whose age makes it a permanent feature in our railroad literature, like the closing year, is but a performance and a promise to which all may fitly say: *Vale et Salve.*

Northern Pacific Railroad.

Bids have been received by the Northern Pacific Railroad Company for building 205 miles of the road from the Missouri to the Yellow Stone. The directors concluded, however, to let only the first 100 miles west of the Missouri River, the bids for which ranged from \$4,000 to \$5,000 per mile. The work is to be paid for in cash, the money to be raised on a first mortgage bond on the new 100 miles of road. It was deemed impracticable to build the remaining 105 miles of the Missouri division without first making a better survey. These 105 miles lie across the Sioux country. During the coming year an instrumental survey will be made. This year cross-ties for the first hundred miles will be cut on the company's land; the iron will also be worked and everything put in readiness to begin grading before the spring is far advanced.

Boston and Maine Railroad.

The gross earnings of this road for the years ending September 30, 1877 and 1878, were:

| | 1877. | 1878. |
|----------------------|----------------|----------------|
| From passengers..... | \$1,259,861 88 | \$1,260,673 87 |
| " freight..... | 886,579 16 | 760,248 56 |
| " mails..... | 22,455 82 | 24,446 28 |
| " expresses..... | 54,806 19 | 55,372 72 |
| " rents, etc..... | 62,515 69 | 62,917 87 |
| " interest..... | 21,801 19 | 20,800 21 |

Total earnings... \$2,267,019 48 \$2,184,458 96

Expenses, viz:

| | | |
|---|--------------|--------------|
| Repairs of road..... | \$139,652 97 | \$133,162 72 |
| " bridges..... | 18,802 41 | 23,449 31 |
| " fences, etc..... | 12,103 21 | 7,986 44 |
| " buildings..... | 48,596 44 | 74,918 18 |
| " locomotives..... | 77,567 19 | 59,247 67 |
| " cars..... | 83,937 01 | 86,813 19 |
| Removing ice & snow..... | 6,142 42 | 892 12 |
| Switch, watchmen, etc..... | 89,476 22 | 89,375 15 |
| Passenger expense..... | 231,475 61 | 215,146 19 |
| Freight expense..... | 258,808 87 | 215,896 04 |
| Coal for locomotives..... | 188,240 85 | 140,082 31 |
| Wood..... | 31,602 26 | 21,120 49 |
| Water..... | 13,124 98 | 11,459 65 |
| Fuel for stations, etc..... | 8,654 70 | 11,652 68 |
| Renewal of rails..... | 86,661 16 | 64,692 14 |
| Ties..... | 20,869 67 | 29,791 05 |
| General expense..... | 54,790 43 | 50,748 87 |
| Oil..... | 20,208 78 | 16,753 61 |
| Insurance..... | 8,818 68 | 3,621 02 |
| Telegraph..... | 5,148 59 | 4,809 79 |
| Waste..... | 3,202 36 | 3,289 44 |
| Gratuities and damages..... | 15,808 10 | 3,705 41 |
| Rent of Dover and Winnipiseogee R. R..... | 29,000 00 | 29,000 00 |
| Rent of West Amherst R. R..... | 5,700 00 | 5,700 00 |
| Rent of Lowell and Andover R. R..... | 52,500 00 | 52,500 00 |
| Taxes..... | 55,672 35 | 90,304 90 |

Total expenses... \$1,606,064 97 \$1,446,567 72

| | | |
|-----------------------|--------------|--------------|
| Earnings less exp.... | \$660,954 46 | \$737,891 24 |
| Interest..... | 246,802 78 | 247,542 12 |

Net income..... \$415,161 73 \$490,349 12

| | | |
|-----------------------------|------------|------------|
| Dividends, May and Nov..... | 850,000 00 | 420,000 00 |
|-----------------------------|------------|------------|

Balance..... \$65,161 73 \$70,349 12

Compared with the year 1877, the gross earnings of 1878 show a decrease of \$82,560 47, with a decrease in expenses, including interest, taxes and rent of leased lines, of \$157,747 86—showing an increase in the net income, as compared with the previous year, of \$75,187 89. The report says:

The stockholders of this road have no reason to complain of its financial success in the past. Beginning with dividend No. 1 in October, 1868, we cover a period of forty years, during the whole of which time no stockholder has had occasion to mourn, because he did not receive his annual return for his investment.

Those stockholders who have held their stock from the commencement, have received, including the dividend payable on the 15th inst., \$299 50 on each share; and in addition to this sum, all taxes on this stock have been paid for many years by the corporation. This has not been a bad investment. We would have you seriously consider that these results have been obtained only by the most prudent management, with constant watchfulness and care.

Your road had a small beginning. It is now forty-two years since the first section of this road was opened, which was from Andover to Wilmington—seven and a half miles—where it made connection with the Lowell road. Some years later it was opened to Bradford, Exeter, Dover, and Boston, but not until 1878 could you boast of running on your own iron to Portland. At first,

your mileage was small, your rolling stock limited, and your receipts meagre. As late as 1862, you had but 25 locomotives, 54 passenger cars, 553 box, platform, and other cars. Your rolling stock now consists of 77 locomotives, 133 passenger cars, 25 baggage, 8 postal, 1 milk, and three express cars, and 1,690 box, platform, and other cars.

In order to show you the magnitude and progressive character of your corporation, it may be stated that in 1862 the gross revenue from all sources was \$782,427 64, and in 1878 was \$2,184,458 96—nearly three times greater than in 1862. This exhibit speaks well for the future. We know of no reason why, with a revival of business, with old time prosperity throughout the manufacturing districts, the receipts may not continue to increase. The increase in the next sixteen years, may not be as great as in the past, but we have no question it will be regular and permanent.

No addition, during the last year, has been made to your construction account, while much money has been expended for objects which might most properly have been charged to construction. The last payment on the betterment tax for the extension of Washington Street in Boston, the new engine house in Somerville, the new transfer station in Portland, the new passenger house in Lawrence, the passenger house at Medford (Wellington's), and 67 merchandise cars purchased, aggregating more than \$45,000, and 1,669 tons of steel rails laid down during the year, have been charged to expenses.

The Legislature of the State of Massachusetts, at their last session, passed an act in reference to the flats and basin, and the creek connected therewith, of Prison Point Bay, in the city of Boston, requiring the owners thereof to fill said flats, etc., to a grade not less than ten feet above mean low water. This corporation, owning a large portion of said flats, are compelled by said Act to fill the same, and commenced this work on the fourteenth day of October last. While this property by such filling will be made more available for business purposes, it is a severe tax upon us to be compelled to perform this work within the short time named in said Act; and the justice of an Act whereby either corporations or individuals are compelled to spend thousands of dollars in raising the flats or lowlands in the State for the benefit of the few, is very questionable.

Our floating debt has been reduced during the year, and stood at the close of business, on the thirtieth day of September, 1878, at \$22,009 08, none of which sum is due and payable.

The passenger and freight business of the past year, as compared with that of the previous year, stands as follows:

| | |
|------------------------------|------------|
| 1877. | |
| Passengers carried..... | 4,442,019 |
| " one mile..... | 61,779,576 |
| Tons of freight carried..... | 698,881 |
| " one mile..... | 36,036,193 |

| | |
|------------------------------|------------|
| 1878. | |
| Passengers carried..... | 4,564,171 |
| " one mile..... | 64,292,723 |
| Tons of freight carried..... | 682,851 |
| " one mile..... | 28,949,165 |

Showing a net gain of 122,152 passengers, and for one mile a net gain of 2,513,147; and in freight a loss of 116,030 tons, and for one mile a loss of 7,087,028 tons.

Our road bed, track, and rolling stock have been kept in good condition; without this no road can for any length of time be operated successfully. New turnouts and sidings have been made in several places during the year in order to facilitate the various operations of the road.

We have laid 16 miles and 2808 feet of steel and 2 miles and 4267 feet of iron rails during the year.

We have now 108 miles and 961 feet of steel track.

Every year new structures, or unusual repairs on the old ones, are required. The past year has not been an exceptional one in this respect. A new and convenient engine house of brick has

been constructed at Somerville, with a capacity for housing ten engines; much of the material for this structure came from the engine house at South Berwick Junction, which was no longer required at that point. A new and convenient station and dwelling house combined has been erected at Wellington's, in Medford, near the point where the Medford Branch connects with the main line. A new passenger house, and dining room has been erected on the main line in Portland at the junction of the Maine Central and Portland and Ogdensburg Railroads. By this we shall save for all time hereafter the heretofore vexatious delay and expense of running on and backing off a siding by every passenger train running in connection with the Maine Central Road. The old station at this point is conveniently located for, and will be converted into tenements for the use of our men. We are now constructing and have nearly completed a new passenger house of brick at North Lawrence, unique and ornamental in design and finish; it will supply a much desired want at this place; when completed we believe that it will not only please, but be entirely satisfactory to our numerous patrons at Lawrence. New sheds for sheltering passengers have been constructed on both sides of our passenger house at Lowell Junction; also a shed and baggage room in connection with our passenger station at Old Orchard Beach. New turn tables have been constructed at Portland, Newburyport, Biddeford, and Farmington. New pumping stations have been erected at Newburyport and Bradford. A new draw has been placed in the bridge over the Mystic River in place of the old one, that began to show signs of weakness. The easterly side of our bridge over Merrimack River at Lawrence has been thoroughly repaired, with new deck and deck timbers and new track stringers and ties. By an Act of the Legislature of the State of Maine, this road is permitted to unite with the Portland, Saco and Portsmouth Railroad Company in constructing, maintaining, and using jointly a union depot at North Berwick Village. Contracts have been made for the construction of such building, and the same will be completed at an early day. This road has had no depot for passengers at this place, and by this union the public will be much better accommodated, and considerable expense saved to both companies. Such repairs, constructions, and improvements are constantly required in the operations of a railroad, and we need not flatter ourselves that because we have done everything that seems to be required at the present time, that hereafter we shall be exempt from the same class of repairs and improvements; each year brings its new demands and requirements.

The equipment consists of 77 locomotives, 11 snow ploughs, 165 passenger and baggage cars, and 1690 merchandise and other cars.

The equipment consists of 77 locomotives, 11 snow ploughs, 165 passenger and baggage cars, and 1690 merchandise and other cars.

| | |
|--|-----------------|
| TREASURER'S BALANCE SHEET, Sept. 30, 1878. | |
| Construction..... | \$9,513,215 54 |
| Equipment..... | 1,242,280 00 |
| Materials..... | 201,350 17 |
| Cash..... | \$206,358 92 |
| Notes receivable..... | 4,623 38 |
| Boston and Maine R. R. stock at par..... | 27,000 00 |
| Land improvements..... | |
| Dover and Winnipiseogee R. R. stock..... | 24,640 11 |
| Dover and Winnipiseogee R. R. stock..... | 263,144 48 |
| Steamer Mt. Washington and wharves..... | 70,060 24 |
| Danvers railroad bonds..... | 125,000 00 |
| Danvers railroad accounts..... | 27,430 00 |
| Lowell and Andover Railroad betterments..... | 4,813 97 |
| Newburyport Railroad stock and bonds..... | 202,001 95 |
| | 1,055,078 06 |
| | \$12,011,868 77 |

| | |
|--|-----------------|
| Capital stock (received from sale of 70,000 shares)..... | \$6,321,274 52 |
| Seven per cent bonds due 1893..... | \$1,500,000 00 |
| Seven per cent bonds due 1894..... | 2,000,000 00 |
| Notes payable..... | \$22,009 08 |
| Lowell and Andover Railroad improvement accounts.... | 8,010 86 |
| Uncalled for bond interest..... | 6,667 50 |
| Uncalled for dividends..... | 10,605 00 |
| Ledger balances.... | 41,075 52 |
| | 88,867 96 |
| Profit and loss..... | 1,502,226 29 |
| | \$12,011,868 77 |

President.—NATHANIEL G. WHITE.

Directors.—Nathaniel G. White, George C. Lord, Amos Paul, Nathaniel J. Bradley, William S. Stevens, James R. Nichols, John Felt Osgood, Samuel E. Spring, Nathaniel W. Farwell.

General Superintendent.—JAMES T. FURBER.

Treasurer.—AMOS BLANCHARD.

Clerk.—CHAUNCEY P. JUDD.

Auditor.—WILLIAM P. PEIERCE.

Lake Shore and Michigan Southern Railway.

The statement of the Lake Shore and Michigan Southern Railway for the year 1878, (estimating December same as last year) is as follows:

| | 1877. | 1878. |
|--|-----------------|-----------------|
| From freight.... | \$9,476,607 00 | \$10,073,541 00 |
| From passengers.... | 3,203,199 00 | 3,060,825 00 |
| From all other sources..... | 825,352 00 | 868,323 00 |
| Totals..... | \$13,505,158 00 | \$14,002,694 00 |
| Operating expenses and taxes..... | 8,963,965 00 | 8,484,983 00 |
| Per cent..... | 66.37 | 60.61 |
| Net earnings.... | \$4,541,193 00 | \$5,517,711 00 |
| Interest, leases & dividend guaranteed stock.... | 2,775,657 00 | 2,750,000 00 |
| Balance..... | \$1,765,536 00 | \$2,767,711 00 |
| Per share..... | 3.57 | 5.59 |
| Deduct— | | |
| Sinking Fund, 1878..... | \$250,000 | |
| Pittsburg and Lake Erie R. R. stock..... | 200,000 | |
| Construction, &c..... | 200,544 | |
| Ashtabula accident settlements..... | 76,019 | |
| | | 726,563 00 |
| Balance..... | \$2,041,148 00 | |
| Less dividend, No. 15, August 1, 1 per cent..... | | 494,065 00 |
| | | \$1,546,483 00 |
| Dividend No. 16, payable Feb. 1, 1879, 3 per cent..... | | 1,483,995 00 |
| | | \$62,488 00 |

The operating expenses include 10,000 tons steel rails, all new buildings, &c. The road and equipment have been fully maintained. There is no floating debt. The funded debt has been reduced \$250,000 by the operation of the sinking fund, and now stands at \$35,500,000.

C. P. LELAND, Auditor.

New York, December 20, 1878.

Bids for the construction of the branch of the Shenandoah Valley Railroad from Shepherdstown to Bedington have been received, examined and considered, and the necessary steps taken to

put under contract at an early day the work between these points.

Michigan Central Railroad.

The statement of the Michigan Central Railroad Company for the six months ending December 31, 1878, (December being partly estimated) is as follows:

| | |
|---|----------------|
| Gross earnings..... | \$3,780,000 00 |
| Operating expenses (55½ per cent)..... | 2,097,500 00 |
| Net earnings..... | \$1,682,500 00 |
| Interest and rentals..... | 822,960 00 |
| Leaves 4 58-100 per cent.... | \$859,540 00 |
| Paid floating debt in shape of notes of the company which were outstanding June 24, 1878, of which \$325,000 were for loans at banks..... | 451,239 28 |
| Balance..... | \$408,300 72 |
| A 2 per cent dividend was declared, requiring..... | 874,764 00 |
| Leaving surplus of..... | \$88,536 72 |

C. VANDERBILT, Treasurer.

December 20, 1878.

Philadelphia and Reading Railroad.

Comparative statement of gross receipts, tonnage and passengers, of the Philadelphia and Reading Railroad Company, for the month of November:

| | Month. | Year to date. |
|--|----------------|-----------------|
| Gross receipts:..... | | |
| Railroad traffic..... | \$1,866,880 64 | \$11,639,592 80 |
| Canal traffic..... | 219,929 99 | 1,010,837 39 |
| Steam colliers..... | 82,870 31 | 570,073 71 |
| Richmond coal barges..... | 18,763 69 | 111,491 78 |
| Total Railroad Co..... | \$1,678,394 53 | \$13,231,498 68 |
| Reading Coal & Iron Company..... | 1,129,081 86 | 8,192,077 99 |
| Total of all..... | \$2,807,476 39 | \$21,423,571 07 |
| Tonnage and passengers: | | |
| Tons of coal on railroad..... | 803,807 17 | 5,909,140 04 |
| Tons of merchandise..... | 271,141 15 | 8,189,948 06 |
| Passengers carried..... | 471,192 | 6,376,413 |
| Coal transported by steam colliers..... | 48,834 00 | 574,991 00 |
| Tons of coal mined: | | |
| By coal and Iron Co..... | 378,590 14 | 2,727,608 01 |
| By tenants..... | 144,054 15 | 1,100,181 00 |
| Total mined from lands owned and controlled by Co. & from leasehold estates..... | 522,645 09 | 3,827,789 01 |

| | Month. | Year to date. |
|-------------------------------|----------------|-----------------|
| Gross receipts:..... | | |
| Railroad traffic..... | \$984,667 71 | \$12,142,910 07 |
| Canal traffic..... | 118,479 03 | 1,011,509 05 |
| Steam colliers..... | 66,080 72 | 652,454 87 |
| Richmond coal barges..... | 13,893 96 | 181,778 31 |
| Total Railroad Co..... | \$1,183,111 42 | \$13,988,652 30 |
| Reading Coal and Iron Co..... | 954,385 99 | 10,007,021 94 |
| Total of all..... | \$2,087,497 41 | \$23,995,674 24 |

| | | |
|--|------------|--------------|
| Tonnage and passengers: | | |
| Tons of coal on railroad..... | 665,480 00 | 7,255,317 11 |
| Tons of merchandise..... | 246,849 12 | 3,151,629 11 |
| Passengers carried..... | 489,636 | 6,374,889 |
| Coal transported by steam colliers..... | 56,771 00 | 599,368 10 |
| Tons of coal mined: | | |
| By Coal and Iron Co..... | 372,247 13 | 3,794,528 16 |
| By tenants..... | 133,940 11 | 1,389,108 07 |
| Total mined from lands owned and controlled by Co. and from leasehold estates..... | 506,188 04 | 5,183,637 03 |

Illusory Averages.

Some remarkable illusions are current respecting the average yield of the precious metals from each ton of ore extracted from the mines on the great Comstock lode. The belief that this average rises into the hundreds is so prevalent that its comparison with mines in other sections which only claim a modest fifteen or twenty dollars per ton, is used to the prejudice of the latter, and consequently many excellent properties fail to obtain the preliminary capital necessary to work them because their owners are honest enough to base their averages on the whole body of paying ore, instead of alluring support by averages deduced from selected samples.

The fact is that fifty dollars per ton is a very high average for any large mass of ore. The total return from 6,324,210 tons of quartz and other rock extracted from the nineteen great bonanza mines from the time they were opened down to two months ago, is within a fraction of 272 millions of dollars, which gives an average of less than forty-three dollars per ton.

The highest return from any single mine of these nineteen is furnished by the Consolidated Virginia, which paid \$93 10 for each of the eleven hundred thousand tons of rock taken out. Crown Point, Belcher and Ophir are the only others that exceed forty dollars per ton and the range of all the remainder is from \$13 to \$34. Gold Hill, which has given twenty-six millions of dollars to the total sum produced, had to crush above a million tons of rock to achieve this result, its average being \$25 29 per ton. No account is taken in these figures of the enormous mass of unproductive matter removed, much of it from great depths, to arrive at the paying rock, or of the millions of tons of water pumped up at vast expense, to permit of the mines being worked. This non-paying labor does not diminish the average yield of metal in each ton of ore, but it has so appreciable an effect in reducing the profits of the owners of the mines that in many cases it is absolutely cheaper to leave twenty dollar rock in the drifts and at the bottom of the shafts than to go to the expense of excavating and raising it.

It is easy to deduce from these statements, that a mine which honestly shows any average approaching one hundred dollars per ton, is a very rare exception to the general rule; and that in fact any mine which yields the Comstock average of forty-three dollars is remarkably good property.

A comparison of dividends paid by various mines would further prove that those working low grade ores ranging from \$7 per ton upwards are more to be depended on for permanent returns than those of the bonanza class, and that economy of production is at the least as important a question as the quality of the ore.

Work has been commenced on the extension of the Southwest Pennsylvania Railroad to Morgantown. The route to be followed is from Oliphant to Smithfield, thence to New Geneva and up the Monongahela River to Morgantown.

Engineers have surveyed the route for the proposed branch of the Pennsylvania Railroad into Frankford. The officers of the company say that the branch will be built, and the cars running before the spring of 1879.

ary. March. April. May. June. July. August. September.

| Atchison, Top. & San. Fe.: January. | February. | March. | April. | May. | June. | July. | August. | September. | October. | November. | December. | Total. | |
|---|-----------|-----------|-----------|-----------|-----------|-----------|-----------|------------|-----------|-----------|-----------|-----------|------------|
| 1875..... | 68,659 | 78,410 | 104,081 | 113,474 | 107,644 | 104,437 | 113,450 | 152,515 | 147,552 | 199,926 | 178,953 | 152,584 | 1,530,359 |
| 1876..... | 117,417 | 144,139 | 180,246 | 197,996 | 219,370 | 186,641 | 198,851 | 243,138 | 265,593 | 297,958 | 295,793 | 204,447 | 2,486,589 |
| 1877..... | 134,564 | 136,350 | 189,130 | 200,681 | 189,915 | 185,731 | 187,142 | 255,572 | 281,414 | 342,822 | 335,678 | 246,778 | 2,679,108 |
| 1878..... | 174,598 | 184,886 | 306,000 | 290,500 | 291,500 | 281,000 | 330,000 | 467,000 | 421,000 | 445,000 | 436,000 | ..... | ..... |
| Burlington, Cedar Rapids and Northern: | | | | | | | | | | | | | |
| 1877..... | 73,964 | 68,094 | 73,194 | 72,435 | 71,605 | 69,357 | 73,309 | 113,625 | 194,226 | 171,533 | 138,995 | 129,554 | 1,249,880 |
| 1878..... | 165,411 | 147,196 | 125,141 | 115,277 | 139,490 | 101,014 | 95,007 | 104,444 | 138,897 | 141,619 | 129,494 | ..... | ..... |
| Central Pacific: | | | | | | | | | | | | | |
| 1875..... | 963,939 | 906,159 | 1,136,263 | 1,366,984 | 1,798,469 | 1,738,370 | 1,536,225 | 1,553,014 | 1,567,622 | 1,615,974 | 1,513,836 | 1,339,209 | 17,021,016 |
| 1876..... | 994,339 | 1,017,204 | 1,184,683 | 1,427,035 | 1,757,415 | 1,646,270 | 1,541,223 | 1,696,154 | 1,871,876 | 1,988,066 | 1,675,532 | 1,424,317 | 18,146,944 |
| 1877..... | 1,170,615 | 945,171 | 1,245,373 | 1,438,659 | 1,554,652 | 1,484,232 | 1,391,867 | 1,362,000 | 1,441,293 | 1,906,382 | 1,855,774 | 1,347,000 | 16,676,107 |
| 1878..... | 1,125,000 | 974,000 | 1,224,410 | 1,510,000 | 1,574,000 | 1,460,000 | 1,517,000 | 1,706,000 | 1,831,000 | 1,834,000 | 1,543,000 | ..... | ..... |
| Chicago and Alton: | | | | | | | | | | | | | |
| 1875..... | 319,928 | 328,219 | 363,637 | 367,956 | 351,004 | 382,233 | 387,445 | 411,960 | 490,283 | 489,019 | 395,779 | 369,311 | 4,656,764 |
| 1876..... | 305,597 | 346,850 | 355,537 | 364,000 | 493,645 | 451,083 | 403,671 | 510,795 | 524,344 | 532,868 | 367,898 | 374,351 | 4,960,522 |
| 1877..... | 351,608 | 325,047 | 345,454 | 339,385 | 311,266 | 358,932 | 305,927 | 491,728 | 480,933 | 445,597 | 391,616 | 316,799 | 4,464,341 |
| 1878..... | 316,711 | 298,966 | 357,397 | 335,999 | 357,365 | 349,505 | 435,256 | 563,728 | 447,125 | 490,869 | 414,239 | ..... | ..... |
| Chicago and Northwestern: | | | | | | | | | | | | | |
| 1875..... | 825,469 | 671,784 | 970,064 | 1,024,389 | 1,164,459 | 1,052,890 | 1,257,892 | 1,098,634 | 1,206,806 | 1,409,168 | 1,196,333 | 933,339 | 12,811,227 |
| 1876..... | 808,843 | 854,637 | 944,450 | 919,978 | 1,090,752 | 1,263,087 | 1,035,524 | 1,004,715 | 1,304,072 | 1,433,957 | 1,144,319 | 926,852 | 12,631,174 |
| 1877..... | 730,602 | 722,367 | 812,080 | 867,603 | 940,978 | 928,885 | 934,888 | 1,141,310 | 1,559,368 | 1,471,214 | 1,403,728 | 1,287,748 | 12,176,162 |
| 1878..... | 997,780 | 1,004,194 | 994,864 | 1,138,474 | 1,346,003 | ..... | ..... | ..... | 1,315,796 | 1,566,858 | 1,236,412 | ..... | ..... |
| Chicago, Burl. & Quincy: | | | | | | | | | | | | | |
| 1877..... | 876,835 | 871,768 | 888,055 | 960,198 | 917,447 | 957,734 | 829,300 | 1,330,248 | 1,363,310 | 1,290,114 | ..... | ..... | ..... |
| 1878..... | 1,045,467 | 911,150 | 1,169,831 | 1,118,736 | 1,275,516 | 897,090 | 946,427 | 1,632,207 | 1,382,123 | 1,368,348 | ..... | ..... | ..... |
| Chicago, Mil. & St. Paul: | | | | | | | | | | | | | |
| 1875..... | 466,101 | 393,373 | 502,765 | 639,669 | 718,465 | 742,169 | 842,395 | 630,516 | 741,206 | 974,262 | 927,030 | 747,893 | 8,255,744 |
| 1876..... | 527,546 | 517,113 | 567,644 | 650,961 | 819,568 | 877,693 | 686,270 | 569,775 | 645,831 | 817,259 | 765,230 | 610,288 | 8,054,171 |
| 1877..... | 375,554 | 403,852 | 468,570 | 514,783 | 607,141 | 588,223 | 555,610 | 677,050 | 1,178,999 | 1,183,134 | 892,027 | 669,921 | 8,114,594 |
| 1878..... | 706,000 | 668,000 | 663,000 | 785,000 | 799,000 | 636,000 | 648,000 | 523,000 | 677,000 | 823,000 | 809,029 | ..... | ..... |
| Clev. Col. Cin. & Ind.: | | | | | | | | | | | | | |
| 1875..... | 277,140 | 255,239 | 301,666 | 304,424 | 303,689 | 295,947 | 291,386 | 306,105 | 383,550 | 364,738 | 367,295 | 333,038 | 3,774,217 |
| 1876..... | 296,258 | 329,321 | 299,675 | 297,526 | 315,950 | 320,783 | 263,177 | 335,595 | 367,601 | 333,298 | 282,631 | 234,343 | 3,676,458 |
| 1877..... | 229,368 | 252,245 | 257,214 | 292,778 | 291,483 | 287,131 | 226,990 | 355,271 | 321,367 | 335,975 | 297,056 | 287,458 | 3,434,356 |
| Denver and Rio Grande: | | | | | | | | | | | | | |
| 1877..... | 43,270 | 40,182 | 49,944 | 51,400 | 68,052 | 57,502 | 74,276 | 84,572 | 78,737 | 83,157 | 80,083 | ..... | ..... |
| 1878..... | 60,015 | 55,065 | 64,300 | 80,927 | 87,005 | 90,350 | 121,574 | 120,651 | 112,620 | 122,863 | 117,363 | ..... | ..... |
| Hannibal & St. Joseph: | | | | | | | | | | | | | |
| 1875..... | 94,532 | 116,296 | 138,779 | 147,439 | 125,890 | 122,455 | 113,131 | 153,068 | 154,634 | 173,911 | 169,639 | 151,709 | 1,661,473 |
| 1876..... | 142,968 | 156,111 | 174,335 | 148,573 | 141,289 | 141,426 | 138,087 | 171,381 | 187,575 | 188,976 | 178,401 | 158,813 | 1,937,933 |
| 1877..... | 122,796 | 132,961 | 157,217 | 186,966 | 162,719 | 165,449 | 129,781 | 184,210 | 211,917 | 220,000 | 174,749 | 136,492 | 2,014,867 |
| 1878..... | 132,148 | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... |
| Illinois Central: | | | | | | | | | | | | | |
| 1874..... | 583,998 | 517,674 | 561,793 | 586,962 | 672,234 | 692,416 | 627,454 | 711,969 | 758,536 | 838,307 | 668,943 | 680,435 | 7,900,721 |
| 1875..... | 591,031 | 481,891 | 595,519 | 610,459 | 604,891 | 602,505 | 715,899 | 613,446 | 718,101 | 816,508 | 773,092 | 679,434 | 7,802,556 |
| 1876..... | 553,574 | 577,709 | 580,004 | 530,269 | 606,134 | 666,125 | 494,529 | 600,179 | 616,292 | 707,988 | 575,306 | 532,867 | 7,040,969 |
| 1877..... | 460,656 | 459,123 | 477,103 | 430,557 | 464,523 | 482,162 | 474,086 | 666,609 | 791,512 | 791,912 | 597,060 | 544,543 | 6,639,845 |
| 1878..... | 592,680 | 500,027 | 542,471 | 523,353 | 594,168 | 536,110 | 589,863 | 660,697 | 615,629 | 632,236 | 609,313 | ..... | ..... |
| Kansas Pacific: | | | | | | | | | | | | | |
| 1877..... | 180,240 | 181,094 | 230,294 | 258,198 | 250,507 | 253,652 | 274,362 | 304,842 | 346,661 | 395,361 | 364,188 | ..... | ..... |
| 1878..... | 198,640 | 172,995 | 275,282 | 279,468 | 281,491 | 223,523 | 291,634 | 390,993 | 403,307 | 448,514 | 391,421 | ..... | ..... |
| Lake Shore & Mich. South'n: | | | | | | | | | | | | | |
| 1874..... | 1,569,750 | 1,363,355 | 1,491,280 | 1,518,122 | 1,373,678 | 1,335,319 | 1,225,831 | 1,414,819 | 1,532,602 | 1,589,497 | 1,335,892 | 1,365,996 | 17,146,131 |
| 1875..... | 1,163,564 | 1,037,518 | 1,287,841 | 1,275,664 | 1,100,142 | 1,055,699 | 1,079,808 | 1,178,324 | 1,306,826 | 1,392,487 | 1,275,955 | 1,280,371 | 14,434,199 |
| 1876..... | 1,097,272 | 1,095,529 | 1,193,734 | 1,179,898 | 1,178,639 | 1,142,228 | 1,020,616 | 1,197,992 | 1,350,984 | 1,318,194 | 1,122,314 | 1,051,777 | 13,949,177 |
| 1877..... | 886,943 | 980,970 | 1,192,162 | 1,181,473 | 1,153,821 | 1,066,795 | 788,380 | 1,226,875 | 1,287,878 | 1,364,595 | 1,142,761 | 1,329,502 | 13,505,159 |
| Michigan Central: | | | | | | | | | | | | | |
| 1877..... | 464,052 | 512,472 | 534,213 | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... |
| 1878..... | 543,877 | 510,136 | 578,432 | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... |
| Mo., Kan. & Texas: | | | | | | | | | | | | | |
| 1876..... | 256,459 | 254,723 | 245,814 | 214,788 | 212,928 | 233,126 | 224,308 | 294,361 | 324,144 | 335,275 | 324,856 | 296,466 | 3,217,277 |
| 1877..... | 237,032 | 235,308 | 247,505 | 221,656 | 231,307 | 258,123 | 253,125 | 323,347 | 307,179 | 329,531 | 274,184 | 256,021 | 3,174,320 |
| 1878..... | 217,029 | 181,118 | 236,546 | 206,756 | 206,757 | 207,514 | 219,926 | 294,835 | 330,235 | 349,596 | 288,459 | ..... | ..... |
| Missouri Pacific: | | | | | | | | | | | | | |
| 1877..... | 265,903 | 265,339 | 330,120 | 332,169 | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... |
| 1878..... | 294,811 | 279,866 | 362,772 | 334,535 | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... |
| Philadelphia and Reading: | | | | | | | | | | | | | |
| 1874..... | 683,128 | 737,381 | 1,190,328 | 1,321,509 | 1,433,450 | 1,373,229 | 895,453 | 1,066,632 | 1,468,807 | 1,857,429 | 1,375,639 | 958,136 | 14,361,121 |
| 1875..... | 447,173 | 417,644 | 575,740 | 650,270 | 689,193 | 917,514 | 1,555,974 | 1,631,339 | 1,656,258 | 1,722,954 | 1,438,733 | 938,030 | 11,240,821 |
| 1876..... | 619,631 | 553,201 | 696,430 | 1,323,978 | 1,312,267 | 970,456 | 922,449 | 1,110,773 | 1,227,469 | 1,386,199 | 1,166,628 | 793,106 | 12,082,586 |
| 1877..... | 711,730 | 673,036 | 851,991 | 1,160,898 | 1,151,795 | 1,027,314 | 917,228 | 1,248,716 | 1,331,552 | 1,330,857 | 934,658 | 1,206,434 | 12,566,239 |
| 1878..... | 610,768 | 482,238 | 658,991 | 903,765 | 1,101,497 | 1,267,874 | 854,164 | 1,217,543 | 674,113 | 1,205,373 | 1,356,831 | ..... | ..... |
| St. Louis, I. Mt. & South'n: | | | | | | | | | | | | | |
| 1876..... | 327,190 | 312,116 | 295,000 | 272,002 | 264,900 | 252,643 | 252,821 | 274,160 | 354,914 | 437,901 | 450,332 | 486,300 | 3,980,581 |
| 1877..... | 377,203 | 352,407 | 350,778 | 287,903 | 283,686 | 274,164 | 277,320 | 374,165 | 421,605 | 510,812 | 455,075 | 522,108 | 4,496,217 |
| 1878..... | 389,400 | 341,900 | 349,900 | 287,200 | 270,329 | 283,600 | 290,200 | 359,100 | 416,900 | 577,200 | 533,700 | ..... | ..... |
| St. Louis, Kans. C. & North'n: | | | | | | | | | | | | | |
| 1875..... | 212,506 | 192,946 | 245,495 | 217,246 | 191,903 | 175,789 | 151,813 | 248,655 | 243,695 | 260,363 | 235,176 | 268,246 | 2,643,833 |
| 1876..... | 246,099 | 288,879 | 271,230 | 236,837 | 236,083 | 299,338 | 218,479 | 258,838 | 232,990 | 328,124 | 282,511 | 264,059 | 3,143,866 |
| 1877..... | 277,343 | 232,761 | 277,943 | 264,020 | 227,178 | 171,856 | 193,928 | 302,026 | 321,180 | 347,940 | 312,338 | 249,637 | 3,147,173 |
| 1878..... | 264,289 | 234,661 | 299,885 | 248,532 | 258,138 | 205,733 | 237,829 | 309,103 | 321,362 | 347,172 | 312,592 | ..... | ..... |
| Toledo, Peoria and Warsaw: | | | | | | | | | | | | | |
| 1875..... | 71,437 | 61,809 | 72,805 | 74,809 | 70,592 | 77,963 | 89,402 | 113,018 | 123,894 | 127,167 | 123,920 | 116,769 | 1,411,732 |
| 1876..... | 99,208 | 112,261 | 102,737 | 118,043 | 125,209 | 135,928 | 92,749 | 143,544 | 145,028 | 137,978 | 101,075 | 98,065 | 1,190,489 |
| 1877..... | 78,571 | 80,579 | 84,220 | | | | | | | | | | |

Asterisk (*) affixed to rate of Interest signifies "Payable in Coin."

AMERICAN RAILROAD BOND LIST.

An Asterisk (*) affixed to rate of interest signifies "Payable in Coin."

| Description of Bonds. | Amount. | Rate. | Interest Payable. | | Due. | Price. | Description of Bonds. | Amount. | Rate. | Interest Payable. | | Due. | Price. |
|---|------------|-------|-------------------|----------------|---------|--------|--|------------|-------|-------------------|---------------|------|--------|
| | | | When. | Where. | | | | | | When. | Where. | | |
| Cedar Rapids & Mo. Riv. (C. & N.W.) | \$ | | | | | | Chicago, Iowa and Nebraska: | \$ | | | | | |
| 1st Mortgage, 1st Div. \$10,000 p.m. | 678,000 | 7 | Feb. & Aug. | New York. | 1891 | 106 | 2d Mort. (now 1st) guar. C. & N.W. | 568,240 | 7 | Jan. & July. | Boston. | 1890 | 102 |
| 1st Mortgage 2d Div. \$10,000 p.m. | 582,000 | 7 | " " | " " | 1894 | 101 | 2d Mort. (now 2d) guar. C. & N.W. | 211,500 | 7 | Feb. & Aug. | New York. | 1892 | .... |
| 1st Mortgage 3d Div. \$16,000 p. m. | 2,400,000 | 7 | May & Nov. | " " | 1916 | 107 | Chicago and Lake Huron: | | | | | | |
| Central Branch Union Pacific: | | | | | | | 1st Mort. 1st series (Peninsular). | 1,800,000 | 7 | May and Nov. | N.Y. or Lond. | 1890 | .... |
| 1st Mort. (Atch. & Pike's Peak). | 1,000,000 | 6 | May & Nov. | New York. | 1895 | 49 | 1st Mort. 2d series (") | 2,000,000 | 7 | " " | " " | 1900 | .... |
| 2d Mortgage Government's su. aid. | 1,000,000 | 6 | Jan. & July. | " " | 1895 | .... | 1st M. (Port Huron & L. Mich.) | 1,800,000 | 7 | " " | New York. | 1899 | .... |
| Central of Georgia: | | | | | | | 2d Mortgage (Peninsular)..... | 540,000 | 7 | Feb. and Aug. | " " | 1891 | .... |
| General Mort. for \$5,000,000.... | 2,222,000 | 7 | Jan. & July. | N.Y. & Savan. | 1893 | .... | Consolidated Mortgage..... | 12,000,000 | 6 | " " | " " | 1903 | .... |
| Mason & West. (Atlanta D.) b'de | 117,000 | 7 | April & Oct. | Savannah. | 1880 | .... | Chicago and Milwaukee Railway: | | | | | | |
| Central of Iowa: | | | | | | | 1st Mort., guar. by C. and N.W. | 1,700,000 | 7 | Jan. & July. | New York. | 1898 | 111 |
| 1st Mortgage, gold, \$16,000 p.m. | 3,700,000 | 7 | Jan. & July. | New York. | 1899 | 32 | Chicago and Mich. Lake Shore: | | | | | | |
| 2d Mortgage, gold, \$4,000 p. m. | 925,000 | 7 | April & Oct. | " " | 1901 | .... | 1st Mortgage..... | 477,000 | 8 | March & Sept. | Boston. | 1889 | .... |
| Central of L. L. (Flush. N.C. & C.) | | | | | | | 1st Mortgage..... | 3,500,000 | 8 | Jan. & July. | " " | 1890 | 110 |
| 1st Mortgage..... | 1,275,000 | 7 | May & Nov. | New York. | 1889 | .... | 1st Mortgage..... | 1,350,000 | 8 | May & Nov. | " " | 1891 | .... |
| Central of New Jersey: | | | | | | | 1st Mortgage (on Branch)..... | 1,325,000 | 8 | March & Sept. | " " | 1892 | .... |
| Convertible bonds of 1872..... | 4,400,000 | 7 | May & Nov. | New York. | 1902 | 85 | Chicago, Milwaukee and St. Paul: | | | | | | |
| 1st Mort. (New) for \$5,000,000.... | 5,000,000 | 7 | Feb. & Aug. | " " | 1890 | 115 | 1st Mort. (La Crosse Division). | 6,600,000 | 7 | Jan. & July. | New York. | 1898 | 110 |
| Newark Branch Bonds..... | 600,000 | 7 | Jan. & July. | " " | 1887 | .... | 1st Mort. (Chic. and Mil. Div.) | 2,500,000 | 7 | Jan. & July. | " " | 1903 | 109 |
| Loan of Lehigh & Nav. Co. (am'd) | 2,310,000 | 6 | J. A. J. & O. | Philadelphia. | 1897 | .... | 1st Mort. (East. Div. Palmer). | .... | 8 | May & Nov. | " " | 1874 | .... |
| Consol. Mort. for \$25,000,000.... | 15,000,000 | 7 | " " | New York. | 1899 | 87 | 1st Mort. (Iowa and Minn. Div.) | 3,810,000 | 7 | Jan. & July. | " " | 1897 | 108 |
| Central Ohio (B. and O.) | | | | | | | 1st Mort. (Minnesota Central). | 190,000 | 7 | " " | " " | 1894 | .... |
| 1st Mortgage guaranteed..... | 2,500,000 | 6 | March & Sept. | Baltimore. | 1890 | 100 | 1st Mort. (St. Paul Division). | 4,000,000 | 7 | " " | " " | 1902 | 109 |
| Central Pacific of California: | | | | | | | 1st Mort. (Iowa and Dak. Div.) | 640,000 | 7 | " " | " " | 1899 | 108 |
| 1st Mort., 30 years bonds, (gold). | 25,883,000 | 6 | Jan. & July. | New York. | '95-'98 | 108 | 1st Mort. (Prairie du Chien Div.) | 3,674,000 | 8 | Feb. & Aug. | " " | 1898 | 122 |
| Convertible 20 years bonds, gold | 1,483,000 | 7 | " " | " " | 1883 | 103 | 2d Mort. (") | 1,315,000 | 7 | " " | " " | 1898 | 107 |
| State Aid B'de (Int. by State) gold | 1,500,000 | 7 | " " | Sacramento. | 1884 | 105 | 1st Mort. (Hast. and Dak. Div.) | 213,000 | 7 | Jan. & July. | " " | 1902 | 106 |
| 2d Mort. (Government's Subsidy). | 27,855,680 | 6 | " " | U.S. Treasury. | '95-'99 | .... | 1st Mort. (Mil. and Western)... | 284,000 | 7 | Jan. & July. | " " | 1891 | .... |
| 1st Mort. (Western Pacific) gold | 2,755,000 | 6 | " " | New York. | 1899 | 105 | 2d Mortgage..... | 600,000 | 7 | April & Oct. | " " | 1884 | 100 |
| 1st Mort. (Calif. & Oregon) gold | 8,000,000 | 6 | " " | " " | '88-'92 | 95 | Equipment and Bridge Bonds... | 219,000 | 10 | June & Dec. | " " | 1889 | .... |
| 1st Mort. (S. Fr. Okla. & Ala.) | 500,000 | 8 | " " | " " | 1890 | .... | Consol. Mort. for \$35,000,000.... | 5,861,000 | 7 | Jan. & July. | " " | 1905 | 101 |
| 1st Mort. (San Joaquin V.D.) gold | 6,090,000 | 6 | April & Oct. | " " | 1900 | 94 | Chicago and Northwestern: | | | | | | |
| Land bonds (Gen. Fac. Co.) gold | 8,704,000 | 6 | " " | " " | 1890 | 95 | Preferred sinking fund (193 m.) | 1,214,100 | 7 | Feb. & Aug. | New York. | 1885 | 109 |
| Central Vermont: | | | | | | | General 1st Mortgage (193 m.) .. | 3,477,800 | 7 | " " | " " | 1885 | 109 |
| 1st Mort., Consol. (Vt. Central). | 3,000,000 | 7 | May & Nov. | Boston. | 1886 | 14 | Funded coupons (193 m.) .. | 708,800 | 7 | May & Nov. | " " | 1883 | 108 |
| 2d Mort., Consol. (") | 1,500,000 | 7 | June & Dec. | " " | 1891 | 21 | Appleton Ext. (23 m. & 76,000 ac.) | 116,000 | 7 | Feb. & Aug. | " " | 1885 | 106 |
| 1st Mort. (Stan., Sheff. and Ch.) | 500,000 | 7 | Jan. & July. | " " | 1887 | 28 | Green Bay Ext. (26 m. & 76,000 a.) | 255,000 | 7 | " " | " " | 1885 | 106 |
| Income and Extension Bonds... | 1,008,600 | 8 | May & Nov. | " " | 1902 | 27 | 1st Mort. (Gal. & Chi. U.) 248 m. | 1,690,000 | 7 | " " | " " | 1882 | .... |
| Equipment Mort. (Vt. Central). | 1,000,000 | 8 | " " | " " | '76-'77 | 40 | Elgin and State Line..... | 114,500 | 6 | Jan. & July. | " " | 1878 | .... |
| Equipment Mort. (") | 1,000,000 | 8 | " " | " " | 1889 | 26 | Mississippi River Bridge..... | 168,000 | 7 | " " | " " | 1884 | .... |
| Bonds, guar. (Vt. and Canada) | 1,000,000 | 8 | Jan. & July. | " " | 1891 | 26 | 1st Mortgage (Peninsula)..... | 272,000 | 7 | March & Sept. | " " | 1898 | 110 |
| Missisquoi R.R. (") | 500,000 | 7 | " " | " " | 1891 | .... | Consol. skg fund (C. & N.W.R.R.) | 4,693,000 | 7 | F. M. A. & N. | " " | 1916 | 114 |
| Cent. Vt. (Vt. & Ca. Mort.) b'de | 3,000,000 | 6 | March & Sept. | " " | 1904 | .... | General Consol. Gold Bonds.... | 12,348,000 | 7 | June & Dec. | " " | 1902 | 122 |
| Charleston and Savannah: | | | | | | | 1st Mort. S. F. (Madison Exten.) | 3,150,000 | 7 | April & Oct. | " " | 1911 | .... |
| 1st Mortgage guar. by State..... | 505,000 | 6 | March & Sept. | Charleston. | 1877 | .... | 1st Mort. S. F. (Menominee Ext.) | 2,700,000 | 7 | June & Dec. | " " | 1911 | .... |
| Funded Interest on 1st Mort.... | 157,400 | 7 | " " | " " | 1889 | .... | 1st Mort. (Chic. & Mil. R.W. guar. | 1,700,000 | 7 | Jan. & July. | " " | 1898 | .... |
| Charlotte, Columbia & Augusta: | | | | | | | 1st Mort. (Bel. & Mad. R.R. guar. | 249,000 | 7 | " " | " " | 1888 | .... |
| 1st Mortgage..... | 1,810,500 | 7 | Jan. & July. | New York. | 1895 | 71 | Chicago and Paducah (C. B. & Q.) | | | | | | |
| 2d Mortgage..... | 500,000 | 7 | April & Oct. | Baltimore. | .... | .... | 1st Mortgage \$28,000 p. m. gold... | 2,304,000 | 7 | Jan. & July. | Boston. | 1908 | .... |
| Chartiers: | | | | | | | Chl., Pekin & Southw'n (C.B. & Q.) | | | | | | |
| 1st Mort., guar. by Penna..... | 500,000 | 7 | April & Oct. | Philadelphia. | 1901 | 99 | 1st Mortgage for \$10,000 per mile | 700,000 | 8 | Feb. & Aug. | New York. | 1901 | .... |
| Chesaw and Darlington: | | | | | | | Chicago, Rock Island and Pacific: | | | | | | |
| 1st Mortgage dated Jan. 1, 1871. | 141,000 | 8 | April & Oct. | Charleston. | 1888 | .... | 1st Mortgage skg. fund..... | 124,000 | 7 | Jan. & July. | New York. | 1896 | .... |
| 2d Mortgage dated Jan. 1, 1869. | 76,000 | 7 | Jan. & July. | " " | 1888 | .... | Branch Bonds Sinking Fund.... | 916,000 | 6 | Feb. & Aug. | " " | 1895 | 109 |
| Cherry Valley, Sharon and Alb. | | | | | | | New Mort. bonds for \$12,500,000 | 3,920,000 | 6 | Jan. & July. | " " | 1917 | 111 |
| 1st Mort. con. guar. by A. & S. Co. | 300,000 | 7 | June & Dec. | New York. | 1899 | .... | Chl. & Southw'n (C. B. & Q.) | | | | | | |
| Chesapeake and Ohio: | | | | | | | 1st Mort. gold, tax free, guar.... | 5,000,000 | 7 | May & Nov. | New York. | 1889 | .... |
| 1st M. (gold) skg. fd. for \$15,000,000 | 15,000,000 | 6 | May & Nov. | New York. | 1899 | 32 | 1st Mortgage gold (Atchison Br.) | 1,000,000 | 7 | June & Dec. | " " | 1901 | .... |
| 1st Mort. Extension (con. or reg) | 4,424,900 | 6 | Jan. & July. | " " | 1902 | .... | Chicago and Superior: | | | | | | |
| 1st Mort. (Va. Gen.) guar. by Va. | 100,000 | 6 | " " | " " | 1880 | .... | 1st Mortgage (Mad. & Portage) g'd | 600,000 | 7 | April & Oct. | New York. | 1900 | .... |
| 2d Mort. (") coupon..... | 902,000 | 6 | " " | " " | 1884 | .... | Chillicothe and Brunswick: | | | | | | |
| Income (") coupon..... | 300,000 | 8 | " " | " " | 1876 | .... | 1st Mort., guar. by St. L., K. C. & N. | 500,000 | 8 | Jan. & July. | New York. | 1894 | .... |
| Funded Interest, coupon..... | 190,500 | 8 | " " | " " | 1877 | .... | Cincinnati, and Baltimore: | | | | | | |
| Cheshire: | | | | | | | 1st Mort. guar. by B. & O. & M. & O. | 500,000 | 7 | Jan. & July. | Baltimore. | 1900 | 85 |
| Coupon bonds (no Mort.)..... | 813,700 | 6 | Jan. & July. | Boston. | '77-'98 | 100 | Cincinnati, Hamilton and Dayton: | | | | | | |
| Chesler Creek (Phil. & Balt. Cent.) | | | | | | | 1st Mortgage of 1883..... | 1,248,000 | 7 | May & Nov. | New York. | 1880 | 101 |
| 1st Mort., guar. by P., W. & B. | 185,000 | 6 | Jan. & July. | Philadelphia. | 1903 | .... | 2d Mortgage of 1885..... | 499,000 | 7 | Jan. & July. | " " | 1885 | .... |
| Chesler and Tamaroa: | | | | | | | Consol. B. F. M. for \$3,000,000. | 998,000 | 7 | April & Oct. | " " | 1905 | .... |
| 1st Mortgage..... | 660,000 | 7 | May & Nov. | New York. | 1901 | .... | Cincinnati, Ham. & Ind. (C. B. & Q.) | | | | | | |
| Chicago and Alton: | | | | | | | 1st Mort., guar. for \$2,500,000.... | 1,848,000 | 7 | Jan. and July. | New York. | 1903 | 103 |
| 1st Mortgage..... | 2,400,000 | 7 | Jan. & July. | New York. | 1893 | 117 | Cincinnati, Lafayette and Chl. | | | | | | |
| 2d Mortgage Income..... | 1,100,000 | 7 | April & Oct. | " " | 1883 | 104 | 1st Mortgage..... | 1,120,000 | 7 | March & Sept. | New York. | 1901 | 76 |
| Consol. Bonds (\$200 stg. each). | 4,379,850 | 6 | Jan. & July. | London. | 1903 | .... | Consolidated Mortgage..... | 471,000 | 7 | June & Dec. | " " | 1914 | .... |
| 1st Mort. (St. L. & C.) assumed | 684,000 | 7 | April & Oct. | New York. | 1894 | 107 | Cincinnati and Martinsville: | | | | | | |
| 2d Mort. (") | 185,000 | 7 | Jan. & July. | " " | 1898 | .... | 1st Mort., guar. by I. C. & La. F. | 400,000 | 7 | Feb. & Aug. | New York. | 1905 | .... |
| 1st Mort. (Louisiana and Mo.) | 1,364,000 | 7 | Feb. & Aug. | " " | 1900 | .... | 1st Mortgage & Muskingum Valley: | 1,500,000 | 7 | Jan. and July. | New York. | 1901 | .... |
| Chicago, Burlington and Quincy: | | | | | | | Cincinnati, Richmond & Chicago: | | | | | | |
| Trust Mortgage skg fund..... | 3,570,000 | 8 | Jan. & July. | New York. | 1883 | 113 | 1st Mortgage guar. by C. H. & D. | 560,000 | 7 | Jan. and July. | New York. | 1895 | .... |
| Trust Mortgage, skg fund conv. | 150,000 | 8 | " " | " " | 1883 | .... | 2d Mortgage " " | 65,000 | 7 | " " | " " | 1889 | .... |
| Trust Mortgage (Burl. to Peoria) | 658,000 | 7 | April & Oct. | " " | 1890 | .... | Cinc. High. & Ft. Wayne (G.R. & I.) | | | | | | |
| Loan of 1872..... | 1,918,478 | 7 | Jan. & July. | Boston. | 1896 | 114 | 1st Mortgage gold, guar..... | 1,800,000 | 7 | June & Dec. | New York. | 1921 | .... |

AMERICAN RAILROAD BOND LIST.

Asterisk (*) affixed to rate of interest signifies "Payable in Coin."

| Description of Bonds. | Amount. | Rate. | Interest Payable. | | Due. | Price. | Description of Bonds. | Amount. | Rate. | Interest Payable. | | Due. | Price. |
|--|------------|-------|-------------------|---------------|-----------|---------|--------------------------------------|--------------|-------|-------------------|----------------|---------|---------|
| | | | When. | Where. | | | | | | When. | Where. | | |
| Cleveland and Pittsburgh (Pa. Co.): | \$ 600,000 | 7 | Jan. and July | New York. | 1913 | .... | Detroit & Bay City (Mich. Cent.): | \$ 2,330,000 | 8 | May and Nov. | New York. | 1902 | 70 |
| Construction and Equip. bonds | 1,096,000 | 8 | " | " | 1892 | 109 | 1st Mort. (\$424,000 guar.) | ..... | ..... | ..... | ..... | ..... |  |
| 4th (now 3d) Mortgage guar. | 1,487,000 | 7 | May & Nov. | " | 1900 | 112 | Detroit, Eel River and Illinois: | | | | | | |
| Consol. sinking fund guar. | ..... | ..... | ..... | ..... | ..... | ..... | 1st Mortgage for \$22,000 p.m. | 1,044,000 | 8 | Jan. & July. | New York. | 1891 | .... |
| Clev., Painesville & Ashtabula: | | | | | | | 2d Mortgage | 500,000 | 7 | May and Nov. | " | 1888 | .... |
| Regist'd b'ds (ass'd by L.S. & M.S.) | 1,000,000 | 7 | Jan. & July. | New York. | 1880 | 104 | Detroit, Hillsdale and Indiana: | | | | | | |
| 3d Mortgage (") | 1,000,000 | 7 | April & Oct. | " | 1892 | 110 1/2 | 1st Mort. \$10,000 p. m. guar. | 1,170,000 | 8 | June & Dec. | New York. | 1907 | .... |
| Cleveland and Toledo: | | | | | | | 2d Mortgage, (coupon) guar. | 300,000 | 8 | Jan. & July. | " | 1881 | .... |
| 1st mort., a.l. (ass'd by L.S. & M.S.) | 1,595,000 | 7 | Jan. & July. | New York. | 1885 | 110 1/2 | Detroit, Lansing and Northern: | | | | | | |
| 2d Mortgage (") | 849,000 | 7 | April & Oct. | " | 1886 | 108 1/2 | 1st Mortgage | 1,597,000 | 7 | Jan. & July. | Boston. | 1907 | 108 |
| Celebrookdale: | | | | | | | 1st Mort. (Ionia and Lansing) | 770,000 | 8 | " | New York. | 1889 | .... |
| 1st Mort. guar. by Ph. and Rdg. | 584,700 | 6 | June & Dec. | Philadelphia. | 1899 | 40 | 2d Mort. (") | 81,000 | 8 | May & Nov. | " | 1880 | .... |
| Colorado Central (3 ft. gauge): | | | | | | | Detroit & Milwaukee (Gt. W. of Ca.): | | | | | | |
| 1st Mortgage | 225,000 | 8 1/2 | June & Dec. | Boston. | 1890 | .... | 1st Mortgage, (D. & M.R.R.) | 2,500,000 | 7 | May & Nov. | New York. | 1878 | .... |
| Columbus, Chicago & Ind. Cent.: | | | | | | | 2d Mortgage | 1,000,000 | 8 | " | " | 1876 | .... |
| 1st Mortgage Consol. skg fund. | 15,344,750 | 7 | April & Oct. | New York. | 1908 | 58 | 1st Funded Coup. (D. & M.R.R.) | 625,924 | 7 | Jan. & July. | " | 1876 | .... |
| 2d Mortgage skg fund. | 5,582,400 | 7 | Feb. & Aug. | " | 1900 | 18 1/2 | 2d Funded Coup. (") | 375,734 | 7 | May & Nov. | " | 1876 | .... |
| Income convertible | 3,893,000 | 7 | " | " | 1890 | .... | 1st Mort. (Detr. & Pontiac R.R.) | 150,000 | 7 | April & Oct. | " | 1879 | .... |
| 1st Mort. (Chic. and Gt. Eastern) | 461,000 | 7 | April & Oct. | " | 1908-1908 | .... | 2d Mort. (") | 100,000 | 7 | Jan. & July. | " | 1879 | .... |
| 2d Mort. (") | 344,400 | 7 | Jan. & July. | " | 1890 | .... | 3d Mort. (") | 250,000 | 8 | Feb. & Aug. | " | 1884 | .... |
| 1st Mort. (Cln. and Chi. Air-L.) | 194,100 | 7 | Feb. & Aug. | " | 1890 | .... | Bonds of Sept. 1, 1886 | 110,000 | 7 | March & Sept. | " | 1886 | .... |
| 1st M., a.l. (") | 39,650 | 7 | May & Nov. | " | 1896 | .... | Bonds of June 30, 1886 | 1,702,317 | 6 1/2 | Jan. & July. | " | 1886 | .... |
| 1st Mort. (Col. and Ind. Cent.) | 2,632,000 | 7 | Jan. & July. | " | 1904 | .... | Detroit, Mon. & Tol. (L.S. & M.S.): | | | | | | |
| 2d Mort. (") | 821,000 | 10 | May & Nov. | " | 1904 | .... | 1st Mortgage Aug. 1, 1886 | 924,000 | 7 | Feb. & Aug. | New York. | 1908 | 109 |
| 1st M. (Col. & Ind.) 1st & 2d pref. | 309,500 | 7 | Jan. & July. | " | 1883 | .... | Dixon, Peoria and Hannibal: | | | | | | |
| 2d Mortgage (Ind. Central) | 666,500 | 7 | " | " | 1882 | .... | 1st Mort., guar. by C., B. and Q. | 563,500 | 8 | Jan. & July. | New York. | 1889 | 101 |
| 1st Mort. (Tol., Logansport & Bur.) | 554,500 | 7 | Feb. & Aug. | " | 1884 | .... | Dubuque and Sioux City: | | | | | | |
| Income (") | 74,024 | 7 | " | " | 1906 | .... | 1st Mortgage 1st div. | 298,000 | 7 | Jan. & July. | New York. | 1883 | 104 |
| 1st Mort. (Union & Logansport) | 815,000 | 7 | April & Oct. | " | 1906 | .... | 1st Mortgage 2d division | 586,000 | 7 | " | " | 1894 | 105 |
| Columbus, Springfield and Cin.: | | | | | | | Dubuque Southwestern: | | | | | | |
| 1st M. (assumed by Cln., S. & C.) | 1,000,000 | 7 | March & Sept. | New York. | 1901 | .... | 1st Mortgage | 450,000 | 7 | April & Oct. | New York. | 1883 | .... |
| Columbus and Hocking Valley: | | | | | | | 1st Mortgage, preferred | 78,500 | 7 | Jan. & July. | " | 1883 | .... |
| 1st Mortgage skg fund. | 1,500,000 | 7 | April & Oct. | New York. | 1897 | .... | Dunkirk, Allegheny Val. & Pittsb.: | | | | | | |
| 1st M. on Branch (& 2d on main) | 300,000 | 7 | Jan. & July. | " | 1880 | .... | 1st Mortgage (gold) | 1,200,000 | 7 1/2 | June & Dec. | New York. | 1900 | .... |
| General Mortgage | 634,000 | 7 | " | " | 1892 | .... | Dutchess and Columbia: | | | | | | |
| Columbus and Xenia: | | | | | | | 1st Mortgage Jan. 1, 1888 | 1,500,000 | 7 | Jan. & July. | New York. | 1908 | .... |
| 1st Mortgage, guar. by L.M.R.R. | 302,000 | 7 | March & Sept. | New York. | 1890 | .... | East Alabama and Cincinnati: | | | | | | |
| Connecticut and Passumpsic Riv.: | | | | | | | 1st Mort. endorsed by Alabama. | 400,000 | 8 | Jan. & July. | " | 1890 | .... |
| New Mortgage for \$1,500,000 | 1,263,500 | 7 | April & Oct. | Boston. | 1893 | 104 | East Brandywine & Waynesboro: | | | | | | |
| Coupon Notes | 123,000 | 7 | June & Dec. | " | 1891 | 100 | 1st Mortgage guar. by Pa. R.R. | 140,000 | 7 | Jan. & July. | Philadelphia. | 1885 | .... |
| 1st Mort. (Massachusetts) guar. gold | 400,000 | 6 1/2 | Jan. & July. | " | 1889 | 83 1/2 | East Pennsylvania (Ph. & Rdg.): | | | | | | |
| Connecticut River: | | | | | | | 1st Mortgage, guaranteed | 495,900 | 7 | March & Sept. | Philadelphia. | 1885 | 104 1/2 |
| 1st Mortgage skg fund. | ..... | 6 | March & Sept. | Boston. | 1878 | .... | East Tennessee, Virginia & Ga.: | | | | | | |
| Connecticut Valley: | | | | | | | 1st Mort., skg fund for \$3,500,000 | 2,999,000 | 7 | Jan. & July. | New York. | 1900 | 103 |
| 1st Mortgage | 1,000,000 | 7 | Jan. & July. | New York. | 1901 | .... | 2d Mortgage | 190,000 | 4 | " | " | 1882-87 | .... |
| Connecticut Western: | | | | | | | Endorsed Bonds (East T. & Va.) | 147,000 | 6 | May & Nov. | " | 1886 | .... |
| 1st Mortgage tax free | 3,000,000 | 7 | Jan. & July. | N. Y. & Bost. | 1900 | 20 | Endorsed Bonds (East T. & Ga.) | 92,000 | 6 | Jan. and July. | " | 1886 | .... |
| Connecting (Philadelphia): | | | | | | | Company Bonds (E.T. & Ga., old) | 685,000 | 6 | " | " | 1880-85 | .... |
| 1st Mort. A.B.C.D. & \$200,000 each | 991,000 | 6 | March & Sept. | Philadelphia. | 1.2.3.4. | 108 | Company Bonds (" new) | 135,400 | 6 | " | " | 1876 | .... |
| Cooperstown and Susq. Valley: | | | | | | | Eastern (Mass.): | | | | | | |
| 1st Mortgage | 100,000 | 7 | March & Sept. | New York. | 1889 | .... | 1st Mort. (Essex R.R.) assumed. | 194,400 | 6 | March & Sept. | Boston. | 1896 | 90 |
| Cowanesque Valley: | | | | | | | Loan of 1897 | ..... | 7 | " | " | 1887 | .... |
| 1st Mortgage, gold | 95,000 | 7 1/2 | Jan. & July. | New York. | 1902 | .... | Loan of 1898 | ..... | 6 | " | " | 1887-89 | .... |
| 2d Mortgage | 180,000 | 7 | May & Nov. | " | 1882 | .... | Loan of 1899 | ..... | 6 | May & Nov. | " | 1889 | .... |
| Cumberland & Penn. (Consol. Coal): | | | | | | | Ten year coupon notes | ..... | 7 | " | " | 1882 | .... |
| 1st Mortgage | 803,500 | 6 | March & Sept. | New York. | 1891 | .... | Ten year coupon notes | ..... | 7 | " | " | 1882-84 | .... |
| 2d Mortgage, sinking fund. | 648,000 | 6 | May & Nov. | " | 1888 | .... | Sinking Fund Bonds | ..... | 7 | May & Nov. | " | 1884 | .... |
| Cumberland Valley: | | | | | | | Sterling Sinking Fd. Bonds | 3,040,200 | 6 1/2 | March & Sept. | London. | 1893 | .... |
| 1st Mortgage | 161,000 | 8 | April & Oct. | Philadelphia. | 1904 | .... | Certif. of Indebt. Sept. 1, 1876 | 12,673,000 | 3 1/2 | " | Boston. | 1906 | 7 1/2 |
| 2d Mortgage | 109,500 | 8 | " | " | 1908 | .... | Eastern Shore (Md.): | | | | | | |
| Plain bonds | 81,800 | 6 | " | " | 1884 | .... | 1st Mortgage | 400,000 | 8 | Jan. & July. | Philadelphia. | 1880 | .... |
| Danbury and Norwalk: | | | | | | | 2d Mortgage | 200,000 | 8 | April & Oct. | " | 1886 | .... |
| Mortgage Bonds of 1876 | 100,000 | 7 | Jan. & July. | New York. | 1880 | .... | Elizabethtown and Paducah: | | | | | | |
| Mortgage Bonds of 1870 | 200,000 | 7 | " | " | 1890 | .... | 1st Mortgage, convertible | 8,000,000 | 8 | March & Sept. | New York. | 1900 | .... |
| Mortgage Bonds of 1872 | 200,000 | 7 | " | " | 1892 | .... | Elmira and Williamsport (N. Cen.): | | | | | | |
| Danv., Hazleton & Wilkesbarre: | | | | | | | 1st Mortgage guaranteed | 1,000,000 | 7 | Jan. & July. | Philadelphia. | 1880 | 106 1/2 |
| 1st Mortgage | 1,400,000 | 7 | April & Oct. | Philadelphia. | 1887 | 40 | Income Mortgage guaranteed | 570,000 | 6 | April & Oct. | " | 1882 | 66 |
| 2d Mortgage | 300,000 | 7 | " | " | 1888 | .... | Erie Railway: | | | | | | |
| Danv., Urb. Bloomington & Pekin: | | | | | | | 1st Mortgage, extended | 2,483,000 | 7 | May & Nov. | New York. | 1897 | 118 1/2 |
| 1st Mortgage | 2,000,000 | 7 1/2 | April & Oct. | New York. | 1909 | .... | 2d Mortgage | 2,174,000 | 7 | March & Sept. | " | 1879 | 105 |
| Davenport and St. Paul: | | | | | | | 3d Mortgage | 4,862,000 | 7 | " | " | 1883 | 107 1/2 |
| 1st Mort. gold skg fd \$20,000 p.m. | 3,000,000 | 7 1/2 | April & Oct. | New York. | 1911 | .... | 4th Mortgage convertible | 2,937,000 | 7 | April & Oct. | " | 1880 | 114 1/2 |
| Dayton and Michigan (O.H. & D.): | | | | | | | 5th Mortgage convertible | 709,500 | 7 | June and Dec. | " | 1883 | 104 1/2 |
| 1st Mortgage sinking fund guar. | 1,848,000 | 7 | Jan. & July. | New York. | 1981 | .... | Buffalo Branch, 1st mortgage | 182,600 | 7 | Jan. & July. | " | 1891 | .... |
| 2d Mortgage, guar. | 426,000 | 7 | March & Sept. | " | 1884 | .... | Sterling loan (\$1,000,000) conv. | 4,457,714 | 6 1/2 | March & Sept. | London. | 1875 | .... |
| 3d Mortgage, guar. | 351,000 | 7 | April & Oct. | " | 1888 | .... | 1st Consol. Mort. for \$30,000,000 | 12,076,000 | 7 1/2 | " | N.Y. & London. | 1920 | .... |
| Toledo Depot bonds guar. | 106,500 | 7 | March & Sept. | " | 1886-84 | .... | 2d Consol. Mort. for \$40,000,000 | 14,400,000 | 7 1/2 | June and Dec. | London. | 1894 | .... |
| Dayton and Union: | | | | | | | Convertible bonds | 10,000,000 | 7 1/2 | J. A. J. and O. | London. | 1908 | .... |
| 1st Mortgage, registered | 140,000 | 7 | March & Sept. | New York. | 1879 | .... | Erie and Pittsburgh (Penn.): | | | | | | |
| 2d Mortgage | 135,000 | 7 | June & Dec. | " | 1879 | .... | 1st Mortgage | 292,200 | 7 | Jan. & July. | New York. | 1882 | .... |
| Income Bonds | 252,445 | 6 | " | " | 1879 | .... | 2d Mortgage | 92,800 | 7 | April & Oct. | " | 1880 | .... |
| Dayton and Western (L. M. R.R.): | | | | | | | Consolidated Mortgage | 2,192,000 | 7 | Jan. & July. | " | 1896 | 92 1/2 |
| 1st Mortgage (assumed) | 142,000 | 7 | March & Sept. | New York. | 1881 | .... | Equipment Mortgage | 750,000 | 7 | April & Oct. | " | 1890 | .... |
| 1st Mortgage (") | 495,000 | 6 1/2 | Jan. & July. | " | 1905 | .... | European & N. American (Me.): | | | | | | |
| Decatur, Sullivan and Mattoon: | | | | | | | Bangor City Bonds (1st m. 55 m.) | 1,000,000 | 6 | Jan. & July. | Boston. | 1894 | .... |
| 1st Mortgage | 500,000 | 8 | March & Sept. | New York. | 1901 | .... | 1st L.M. (& 1st on 59, & 2d on 55m) | 2,000,000 | 6 1/2 | March & Sept. | New York. | 1899 | .... |
| Delaware and Bound Brook: | | | | | | | Evansville and Crawfordville: | | | | | | |

AMERICAN RAILROAD BOND LIST.

An Asterisk (*) affixed to rate of interest signifies "Payable in Coin."

| Description of Bonds. | Amount. | Rate. | Interest Payable. | | Due. | Price. | Description of Bonds. | Amount. | Rate. | Interest Payable. | | Due. | Price. |
|--|------------|-------|-------------------|----------------|--------|--------|--|-----------|-------|-------------------|---------------|--------|--------|
| | | | When. | Where. | | | | | | When. | Where. | | |
| Florida | | | | | | | | | | | | | |
| 1st Mortgage conv. gold..... | 2,300,000 | 7* | Jan. & July. | N. Y. & Lond. | 1889 | .... | Huntingdon and Broad Top Mt.: | \$ | | | | | |
| Flushing, North Shore and Cent.: | | | | | | | 1st Mortgage gold..... | 416,000 | 7* | April & Oct. | Philadelphia | 1890 | 108 |
| 1st Mort. (Flushing and N. Side.) | 800,000 | 7 | May & Nov. | New York. | 1889 | .... | 2d Mortgage..... | 267,500 | 7* | Feb. & Aug. | " | 1895 | 101 |
| 2d Mort. (") | 400,000 | 7 | " | " | 1900 | .... | Consolidated Mortgage..... | 1,383,000 | 7 | April & Oct. | " | 1895 | 80 |
| 1st Mort. (Central of L. I.)..... | 1,000,000 | 7 | Mar. & Sept. | " | 1902 | .... | Illinois Central: | | | | | | |
| 1st Mort. (Cent. R. R. Exten.).. | 200,000 | 7 | May and Nov. | " | 1903 | .... | Redemption bonds, currency.... | 2,500,000 | 6 | April & Oct. | New York. | 1890 | .. |
| 1st Mort. (North Shore)..... | 149,000 | 7 | Feb. & Aug. | " | 1885 | .... | Sterling Bonds, £500,000..... | 2,500,000 | 6* | " | London. | 1895 | .. |
| 1st Mort. (Whitestone & W.).. | 93,000 | 7 | Jan. & July. | " | 1893 | .... | Sterling Bonds, Sinking Fund.. | 4,504,000 | 5* | " | " | 1903 | .. |
| 1st Mort. (N. Y. & Flushing)... | 25,000 | 7 | Mar. & Sept. | " | 1880 | .... | Sterling Bonds, £200,000..... | 1,000,000 | 5* | June & Dec. | " | 1905 | .. |
| Fonda, Johnston & Gloversville: | | | | | | | Illinois Grand Trunk (C. B. & Q.): | | | | | | |
| 1st Mortgage..... | 800,000 | 7 | Jan. & July. | New York. | 1890 | .... | 1st Mortgage, guaranteed..... | 900,500 | 8 | April & Oct. | Boston. | 1890 | 111 |
| Fort Wayne, Jackson & Saginaw: | | | | | | | Indiana and Illinois Central: | | | | | | |
| 1st Mortgage, traffic guarantee.. | 1,500,000 | 8 | Jan. & July. | New York. | 1889 | 42 | 1st Mortgage gold..... | 3,500,000 | 7* | Jan. & July. | New York. | 1901 | .... |
| 2d Mortgage (Equipment)..... | 500,000 | 8 | April & Oct. | " | 1881 | .... | Indiana North and South: | | | | | | |
| Fort Wayne, Muncie & Cin.: | | | | | | | 1st Mort. (Nor. Div.) \$22,000 p.m. | 1,700,000 | 7* | March & Sept. | New York. | 1903 | .... |
| 1st Mortgage..... | 1,800,000 | 7* | April & Oct. | Boston. | 1899 | .... | Indianapolis, Blooming. & West: | | | | | | |
| 2d Mortgage..... | 500,000 | 8 | " | " | 1896 | .... | 1st Mortgage gold..... | 5,000,000 | 7* | April & Oct. | New York. | 1909 | 24 |
| Framingham and Lowell: | | | | | | | 1st Mortgage Extension gold... | 5,510,000 | 7* | Jan. & July. | " | 1912 | .... |
| 1st Mortgage..... | 500,000 | 7 | April & Oct. | Boston. | 1890 | 80 | 2d Mortgage..... | 1,500,000 | 8 | " | " | 1890 | 2 |
| 2d Mortgage..... | 100,000 | 8 | " | " | 1883 | 89 | Indianapolis and Madison: | | | | | | |
| Frederick and Pennsylvania Line: | | | | | | | 1st Mort. assumed by J., M. & I. | 397,000 | 7 | May & Nov. | New York. | 1891 | .... |
| 1st Mortgage gold..... | 150,000 | 6* | April & Oct. | Baltimore. | 1901 | .... | Indianapolis & Vincennes: | | | | | | |
| Fremont, Wilkorn & Mo. (S.C. & P.): | | | | | | | 1st Mortgage guar. by Pa. R. R. | 1,700,000 | 7 | Feb. & Aug. | New York. | 1908 | .... |
| 1st Mortgage..... | 600,000 | 7 | April & Oct. | " | 1901 | 31 | 2d Mortgage guar. by Pa. R. R. | 1,450,000 | 6 | May & Nov. | " | 1900 | .... |
| Galena & Chic. Union (C. & N. W.): | | | | | | | International and Gr. Northern: | | | | | | |
| 1st Mortgage..... | 1,692,000 | 7 | Feb. & Aug. | New York. | 1882 | 104 | 1st Mortgage s. l. (Intern. R. R.) | 3,040,000 | 7* | April & Oct. | New York. | 1911 | 70 |
| Galv., Harrisburg & San Antonio: | | | | | | | Convertible B'ds (") | 1,473,000 | 8 | Feb. & Aug. | " | 1892 | .... |
| 1st Mortgage..... | 1,700,000 | 6* | Feb. & Aug. | Lond. or Bost. | 1910 | .... | 1st Mortgage (Hous. & Gt. N. R.R.) | 4,211,000 | 7* | Jan. & July. | " | 1900 | 70 |
| Galveston, Houston & Henderson: | | | | | | | Convert. B'ds (") | 1,677,000 | 8 | Feb. & Aug. | " | 1892 | 20 |
| 1st Mortgage..... | 1,403,000 | 7* | Jan. & July. | New York. | 1890 | 80 | Indianapolis, Cin. and Lafayette: | | | | | | |
| Geneva, Ithaca and Athens: | | | | | | | 1st Mortgage of 1887..... | 2,800,000 | 7 | Feb. & Aug. | New York. | 1897 | .... |
| 1st Mortgage, akg. fd., guar.... | 600,000 | 7* | Jan. and July. | New York. | 1890 | .... | 1st Mortgage of 1889..... | 2,000,000 | 7 | June & Dec. | " | 1899 | .... |
| Georgia (and Banking): | | | | | | | Funded Interest Bonds, coupon. | 469,100 | 7 | March & Sept. | " | 78-'85 | .... |
| Company bonds (debentures)... | 530,000 | 7 | Jan. & July. | Augusta | 78-'90 | .... | Equipment Bonds, registered.... | 375,000 | 10 | " | " | 1883 | 86 |
| Ullman, Clinton & Springfield: | | | | | | | 1st Mort. (Ind'polis & Cin.) 1888. | 1,600,000 | 7 | April & Oct. | " | 1888 | .... |
| 1st Mortgage gold..... | 2,000,000 | 7* | March & Sept. | N. Y. & Lond. | 1900 | .... | 1st Mort. (Cin. & Indiana)..... | 499,000 | 7 | June & Dec. | " | 1892 | .... |
| 2d Mortgage gold..... | 1,000,000 | 8* | Jan. & July. | " | 1892 | .... | 2d Mort. (") guar. | 1,497,000 | 7 | Jan. & July. | " | 77-'82 | .... |
| Goshen and Deckertown (Erie): | | | | | | | Indianapolis and St. Louis: | | | | | | |
| 1st Mortgage..... | 246,500 | 7 | Jan. & July. | New York. | 1888 | .... | 1st Mortgage..... | 2,000,000 | 7 | Jan. & July. | New York. | 1919 | 85 |
| Grand Rapids & Indiana: | | | | | | | 1st Mortgage..... | 2,000,000 | 7 | March & Sept. | " | 1919 | .... |
| 1st Mortgage L. G. guar. gold... | 4,000,000 | 7* | Jan. & July. | New York. | 1899 | 97 | 2d Mortgage..... | 1,000,000 | 7 | " | " | 1900 | .... |
| 1st Mort. L. G. not guar. gold... | 3,224,000 | 7* | April & Oct. | " | 1899 | 85 | Equipment Mortgage..... | 378,000 | 10 | Jan. & July. | " | 1881 | .... |
| Grand River Valley (Mich. C.): | | | | | | | Ionia and Lansing (D., L. & L.M.): | | | | | | |
| 1st Mort., assumed by Lessees.... | 1,000,000 | 8 | Jan. & July. | New York. | 1886 | 101 | 1st Mortgage traffic guar..... | 770,000 | 8 | Jan. & July. | New York. | 1880 | 105 |
| 2d Mortgage, guar. by Lessees.... | 500,000 | 8 | March & Sept. | " | 1879 | 86 | 2d Mortgage..... | 81,000 | 8 | May & Nov. | " | 1886 | .... |
| Grand Trunk (Ca.): | | | | | | | Iowa Falls and Sioux City: | | | | | | |
| Equipment Bonds £500,000..... | 2,500,000 | 6* | April & Oct. | London. | 1877 | .... | 1st Mortgage..... | 2,980,000 | 7 | April & Oct. | New York. | 1917 | 100 |
| Equip'm't Bonds No. 2 £500,000 | 2,500,000 | 6* | Jan. & July. | " | 1920 | .... | Iowa Midland (C. & N. W.): | | | | | | |
| Postal & Military b'ds £1,200,000 | 6,000,000 | 6* | Feb. & Aug. | " | Perp. | .... | 1st Mort., \$18,000 p.m., guar.... | 1,350,000 | 8 | April & Oct. | New York. | 1900 | 105 |
| 1st Preference Bonds £2,318,149 | 16,090,745 | 5* | Jan. & July. | " | Irred. | .... | Ironton (Penna.): | | | | | | |
| 2d Preference Bonds £2,337,808 | 11,689,040 | 4* | " | " | " | .... | 1st Mortgage..... | 100,000 | 7 | May & Nov. | Philadelphia. | 1875 | .... |
| 3d Preference Bonds £2,163,910 | 35,819,550 | 4* | " | " | " | .... | Ithaca and Athens (Penn.): | | | | | | |
| Provincial Debenture's £3,111,500 | 15,567,500 | " | " | " | " | .... | 1st Mortgage gold, akg fund.... | 600,000 | 7* | Jan. & July. | New York. | 1890 | 107 |
| Great Western of Canada | | | | | | | Jackson, Lansing & Saginaw (MO): | | | | | | |
| Mortgage Bonds £127,000..... | 635,000 | 6 | Jan. & July. | London. | 1876 | .... | 1st Mortgage guar..... | 1,277,000 | 8 | Jan. & July. | New York. | 1885 | 99 |
| Mortgage Bonds £547,000..... | 2,735,000 | 5 | April & Oct. | " | 77-'78 | .... | 1st Mort. (Northern Ext.) guar. | 687,000 | 8 | May & Nov. | " | 1890 | .... |
| New Bonds £1,200,000..... | 6,000,000 | 6 | June & Dec. | " | 1890 | .... | Consolidated Mortgage (236 m.) | 2,001,000 | 8 | March & Sept. | " | 1891 | 92 |
| Debenture Bonds £1,743,160... | 8,715,900 | 5 | Jan. & July. | " | Perp. | .... | Jacksonville, North West & S. East: | | | | | | |
| Great Western Railway of 1890: | | | | | | | 1st Mortgage..... | 610,000 | 7* | Jan. & July. | New York. | 1902 | .... |
| 1st Mort., ass'd by T., W. & W. | 2,500,000 | 7 | Feb. & Aug. | New York. | 1888 | 106 | Jacksonville, Pensac. and Mobile: | | | | | | |
| 2d Mort., " " " " " " " " | 2,500,000 | 7 | May & Nov. | " | 1893 | 79 | 1st Mortgage..... | 472,000 | 7 | Jan. & July. | New York. | 1890 | .... |
| Green Bay and Minnesota: | | | | | | | 2d Mortgage..... | 3,000,000 | 8 | " | " | 1899 | .... |
| 1st Mortgage..... | 3,200,000 | 7* | Feb. & Aug. | " | 1900 | .... | James' & Frank (L.S. & M. So.): | | | | | | |
| Greenville and Columbia: | | | | | | | 1st Mortgage guaranteed..... | 433,000 | 7 | Jan. & July. | New York. | 1897 | .... |
| 1st Mortgage guar. by S. Car.... | 1,426,546 | 7 | Jan. & July. | Columbia. | 81-'86 | .... | 2d Mortgage guaranteed..... | 500,000 | 7 | June & Dec. | " | 1894 | .... |
| 1st Mortgage not guaranteed.... | 376,768 | 7 | " | " | 81-'86 | .... | Jefferson (Erie): | | | | | | |
| Greenwich and Johnsonville: | | | | | | | 1st Mort. (Hawley Section)..... | 204,000 | 7 | Jan. & July. | New York. | 1887 | 83 |
| 1st Mortgage..... | 185,000 | 7 | May & Nov. | New York. | 1889 | .... | 2d Mort. (") | 84,000 | 7 | " | " | 1889 | .... |
| Gulf, Western Texas and Pacific: | | | | | | | 1st Mort. (Carbondale Section)... | 2,000,000 | 7 | " | " | 1889 | .... |
| 1st Mortgage (Construction)... | 1,386,000 | 7* | Jan. & July. | " | 1902 | .... | Jeffersonville, Madison & Indian: | | | | | | |
| Hannibal and Naples (T. W. & W.): | | | | | | | 1st Mortgage consol..... | 2,474,000 | 7 | April & Oct. | New York. | 1906 | .... |
| 1st Mortgage..... | 675,000 | 7 | May & Nov. | New York. | 1898 | 33 | 2d Mortgage consol..... | 2,000,000 | 7 | Jan. & July. | " | 1910 | .... |
| 2d Mortgage..... | 225,000 | 7 | Jan. & July. | " | 1890 | .... | 1st Mortgage (Ind. & Mad.) guar. | 297,000 | 7 | May & Nov. | " | 1881 | .... |
| Hannibal & Cent. Mo. (T.W. & W.) | | | | | | | Jersey City and Albany: | | | | | | |
| 1st Mortgage, tax free..... | 1,000,000 | 7 | May & Nov. | New York. | 1890 | 96 | 1st Mortgage..... | 250,000 | 7* | Jan. & July. | New York. | 1912 | .... |
| 2d Mortgage..... | 250,000 | 7 | " | " | 1892 | 76 | 1st Mortgage (Ridgefield Park)... | 300,000 | 7 | May & Nov. | " | 1912 | .... |
| Hannibal and St. Joseph: | | | | | | | Joliet and Chicago (C. & Alton): | | | | | | |
| 1st Mortgage..... | 1,500,000 | 6 | Jan. & July. | New York. | 87-'94 | 105 | 1st Mortgage akg fund guar.... | 336,000 | 8 | Jan. & July. | New York. | 1882 | 106 |
| Missouri State Loan: | | | | | | | Junction, Philadelphia: | | | | | | |
| 1st Mortgage..... | 1,500,000 | 6 | " | " | 87-'94 | .... | 1st Mortgage, guaranteed..... | 500,000 | 6 | Jan. & July. | Philadelphia. | 1882 | 105 |
| Fifteen years' bonds (277 m.) | | | | | | | 2d Mortgage not guaranteed.... | 300,000 | 6 | April & Oct. | " | 1900 | 103 |
| 1st Mort. (Q. & Palm R.R. 16 m.) | 4,000,000 | 8 | March & Sept. | " | 1885 | 102 | Junction and Breakwater: | | | | | | |
| 1st Mort. (Q. & Palm R.R. 16 m.) | 4,000,000 | 8 | Feb. & Aug. | " | 1892 | .... | 1st Mort. guar. by Delaware.... | 352,000 | 6 | Jan. & July. | New York. | 1890 | .... |
| 1st Mort. (K. City & Cam. R.R. 55 m.) | 1,200,000 | 10 | Jan. & July. | " | 1886 | .... | Kalamazoo, Allegan & Gr. Rapids: | | | | | | |
| General Land Mortgage (277 m.) | 1,200,000 | 7 | April & Oct. | " | 1888 | .... | 1st Mort., assumed by L.S. & M. So. | 840,000 | 8 | Jan. & | | | |

AMERICAN RAILROAD BOND LIST.

An Asterisk (*) fixed to rate of interest signifies "Payable in Coin."

| Description of Bonds. | Amount. | Rate. | Interest Payable. | | Due. | Price. | Description of Bonds. | Amount. | Rate. | Interest Payable. | | Due. | Price. |
|---|-----------|-------|-------------------|-----------------|---------|--------|---|-----------|---------------|-------------------|-----------------|---------|--------|
| | | | When. | Where. | | | | | | When. | Where. | | |
| Kansas Pacific: | | | | | | | Louisville, Cin. and Lexington: | | | | | | |
| 1st Mort. (1st Div. 140 m.) gold.. | 2,240,000 | 6* | Feb. & Aug. | N. Y. & St. Lo. | 1895 | 108 | Bonds to State of Kentucky..... | 74,519 | 6 | Jan. & July. | New York. | 1897 | ... |
| 1st Mort. (2d Div. 253.94 m.) gold.. | 4,068,000 | 6* | June & Dec. | " | 1896 | 100 | 1st Mortgage for Cincinnati Br. | 3,000,000 | 7 | " | " | 1897 | ... |
| 1st M. (3d Div. 244.06 m. & 3,000,000 a.) | 6,411,000 | 7* | May & Nov. | N. Y. & L. & F. | 1899 | 72 | 2d Mortgage for \$1,000,000..... | 878,000 | 8 | April & Oct. | " | 1900 | ... |
| 1st Mort. (1,000,000 acres)..... | 187,000 | 7 | March & Sept. | N. Y. & St. Lo. | 1897 | 71-76 | Louisville Loan..... | 100,000 | 6 | Jan. & July. | " | 1891 | ... |
| 1st Mort. (2,000,000 acres) gold.... | 1,722,250 | 7* | Jan. & July. | N. Y. & L. & F. | 1890 | 67 | 1st Mort. (Louisville & Frankf.) | 39,000 | 6 | " | " | 1897 | ... |
| 2d Mort. (") gold..... | 1,500,000 | 7* | March & Sept. | " | 1896 | 18 | 1st Mort. (Louis., Cin. and Lex.) | 31,000 | 8 | April & Oct. | " | 1902 | ... |
| 1st Mort. (Leavenworth Branch) | 600,000 | 7 | May & Nov. | N. Y. & St. Lo. | 1896 | 40 | 1st Mortgage (Shelby R. R.).... | 88,800 | 8 | June & Dec. | " | 1891 | ... |
| 2d Mortgage (Gov't Subsidy)..... | 6,308,000 | 6 | Jan. & July. | U. S. Treas. | 1895-97 | ... | Louisville and Nashville: | | | | | | |
| 3d Mortgage (Income)..... | 4,275,350 | 7 | March & Sept. | N. Y. & L. & F. | 1916 | ... | Ten Year Mortgage Gold bonds | 2,000,000 | 7* | May & Nov. | New York. | 1893 | 91 |
| Kent County (Del.) | | | | | | | Mort. main office lot & building | 80,000 | 7 | " | " | 1893 | ... |
| 1st Mortgage for \$600,000..... | 400,000 | 6 | Jan. & July. | Philadelphia. | 1890 | ... | 1st Mort. (Leb. Br. Ext. 73.2m.) | 83,000 | 7 | " | " | 1890-93 | ... |
| Kentucky Central: | | | | | | | 1st Mort. (Memphis and Ohio)... | 2,500,000 | 7 | June & Dec. | New York. | 1901 | ... |
| 2d Mort. (Covington & Lexington) | 844,000 | 7 | March & Sept. | New York. | 1893 | ... | 1st Mort. (Memp. & Clarksv. Br.) | 2,389,710 | 6* | Feb. & Aug. | " | 1902 | ... |
| 3d Mortgage..... | 237,000 | 7 | June & Dec. | " | 1895 | ... | Consol. M. for \$8,000,000 (392 m.) | 7,109,000 | 7 | April & Oct. | " | 1899 | 104 |
| Keokuk and Des Moines: | | | | | | | Louisville Loan..... | 849,000 | 6 | " | " | 1892-97 | ... |
| 1st Mortgage..... | 1,947,000 | 7 | April & Oct. | New York. | 1904 | 83 | Louisville Loan (Lebanon Br.) | 225,000 | 6 | May & Nov. | " | 1898 | ... |
| Funded Interest..... | 254,800 | 8 | " | " | 1884 | ... | Louisv. Loan (Leb. Br. Exten.) | 833,000 | 6 | April & Oct. | Louisville. | 1890 | 99 |
| Keokuk and St. Paul (C.B. & Q.): | | | | | | | Louisv. N. Al. & St. Lo. Air-Line: | | | | | | |
| 1st Mortgage traffic guar..... | 317,000 | 8 | April & Oct. | Boston. | 1879 | 101 | 1st Mortgage gold, \$25,000 p. m. | 2,875,000 | 7* | Jan. & July. | New York. | 1892 | ... |
| La Crosse, Trempealeau & Prescott: | | | | | | | 1st Mortgage end. by Ga. R. R. | 300,000 | 7 | Jan. & July. | New York. | 1877 | ... |
| 1st Mort. assumed by C. & N. W. | 1,000,000 | 10 | April & Oct. | New York. | 1878 | ... | 1st Mortgage not endorsed..... | 100,000 | 7 | " | " | 1897 | ... |
| La. Blooming. & Miss. (T.W. & W.) | | | | | | | Construct. Mort. end. by Ga. R.R. | 370,000 | 7 | " | " | 1879 | ... |
| 1st Mortgage gold guar..... | 1,300,000 | 7* | Feb. & Aug. | New York. | 1891 | 70 | Macon and Brunswick: | | | | | | |
| La. Muncie & Bloom. (T.W. & W.) | | | | | | | 1st Mort. endorsed by Ga..... | 1,900,000 | 7 | Jan. & July. | New York. | 1897 | ... |
| 1st Mortgage gold guar..... | 1,500,000 | 7* | Feb. & Aug. | New York. | 1901 | 40 | 1st Mort. " " " " " " | 600,000 | 7 | May & Nov. | " | 1900 | ... |
| Lake Erie and Louisville: | | | | | | | 2d Mortgage..... | 1,100,000 | 7 | April & Oct. | " | 1899 | ... |
| 1st Mortgage..... | 1,092,000 | 7 | April & Oct. | New York. | 1892 | ... | Equipment Mortgage..... | 150,000 | 7 | " | " | 1879 | ... |
| 2d Mortgage..... | 590,000 | 7 | Jan. & July. | " | 1903 | ... | Madison and Portage: | | | | | | |
| Lake Ontario Shore: | | | | | | | 1st Mort. guar. by Chl. and Sup. | 600,000 | 7 | April & Oct. | New York. | 1890 | ... |
| 1st Mortgage (\$20,000 pr. m.).... | 1,438,200 | 7* | Jan. & July. | New York. | 1897 | ... | Maine Central: | | | | | | |
| Lake Shore & Michigan South'n: | | | | | | | Consolidated Mortgage..... | 2,798,500 | 7 | April & Oct. | Boston. | 1912 | 90 |
| Sinking Fund Mortgage..... | 888,000 | 7 | April & Oct. | New York. | 1879 | ... | \$1,100,000 Loan, tax free..... | 756,800 | 6 | Jan. & July. | " | 1898 | 91 |
| Consol. Mort. S.F. Reg'd'd. } | | | | | | | Extension (gold) Loan..... | 496,500 | 6 | April & Oct. | " | 1900 | ... |
| Consol. Mort. S.F. Coup'r. } | 7,925,000 | 7 | Jan. & July. | " | 1900 | 114 | 1st Mort. (Belfast & Moosehead) | 150,000 | 3* | May & Nov. | Belfast & Bost. | 1890 | ... |
| 2d Consol. Mort. for \$25,000,000. | 9,208,000 | 7 | June & Dec. | " | 1903 | 104 | \$1,100,000 (A. & Ken.) Loan... | 1,100,000 | 6 | Jan. and July. | Boston. | 1900-91 | 96 |
| Bonds of 1892 (Reg. & Coupon) | 3,294,000 | 7 | April & Oct. | " | 1892 | ... | 1st Mortgage (Portland & Ken.) | 217,300 | 6 | April & Oct. | Augusta. | 1885 | ... |
| Lake Shore Dividend Bonds: | | | | | | | Consol. (Port. & Kennebec) Loan | 1,166,700 | 6 | " | " | 1896 | 92 |
| Reg. Mort. (Clev., Pain. & Ash.) | 1,000,000 | 7 | Jan. & July. | " | 1890 | ... | 2d Mort. (Somerset & Kennebec) | 280,000 | 6 | June & Dec. | " | 1876 | ... |
| 2d Mort. (") " " " " | 1,000,000 | 7 | April & Oct. | " | 1892 | ... | 1st Mort. (Leeds & Farmington) | 632,000 | 6 | Jan. & July. | " | 1901 | ... |
| 1st Mort. (Mich. B. & Nor. Ind.) | 5,256,000 | 7 | May & Nov. | " | 1885 | ... | Bath (Androscoggin) Loan..... | 425,000 | 6 | " | " | 1891 | ... |
| 2d Mort. (") " " " " | ... | 7 | " | " | 1877 | ... | Manchester & Framing. (B.C. & F.): | | | | | | |
| 1st Mort. (Cleveland & Toledo) | 1,595,000 | 7 | Jan. & July. | " | 1885 | ... | 1st Mortgage, guaranteed..... | 800,000 | 7 | Jan. & July. | Boston. | 1890 | 95 |
| 2d Mort. (") " " " " | 849,000 | 7 | April & Oct. | " | 1886 | ... | Marietta and Cincinnati: | | | | | | |
| Mort. Bonds (Buffalo and Erie) | 200,000 | 7 | Jan. & July. | " | 1882 | ... | 1st Mortgage Sterling..... | 1,050,000 | 7* | Feb. & Aug. | London. | 1891 | ... |
| Mort. Bonds (") " " " " | 300,000 | 7 | March & Sept. | " | 1886 | ... | 2d Mortgage Dollar..... | 2,450,000 | 7 | " | Baltimore. | 1891 | 80 |
| Mort. Bonds (") " " " " | 2,844,800 | 7 | April & Oct. | " | 1898 | ... | 2d Mortgage Dollar..... | 2,500,000 | 7 | May & Nov. | " | 1890 | 28 |
| 1st M. (Det. & Monroe & Toledo) | 924,000 | 7 | Feb. & Aug. | " | 1900 | ... | 3d Mortgage Dollar..... | 3,000,000 | 8 | Jan. & July. | " | 1900 | 11 |
| 1st M. (Kalam. & White Pigeon) | 400,000 | 7 | Jan. & July. | " | 1890 | ... | 4th Mortgage..... | 2,004,000 | 6 | April & Oct. | " | 1900 | ... |
| 1st M. (School. & Three Rivers) | 100,000 | 8 | " | " | 1887 | ... | 1st Mort. (Scioto & Hoek. Val.) | 300,000 | 7 | May & Nov. | " | 1890 | ... |
| 1st M. (Kalamaz. & Schoolcraft) | 100,000 | 8 | " | " | 1887 | ... | Marietta, Pittsburg & Cleveland: | | | | | | |
| 1st M. (Kal. Allegan & Gr. Rap.) | 840,000 | 8 | " | " | 1888 | ... | 1st Mortgage gold..... | 1,500,000 | 7* | Feb. & Aug. | New York. | 1896 | ... |
| 1st M. (Jamestown & Franklin) | 422,000 | 7 | " | " | var | ... | Marquette, Houghton & Ontonagon: | | | | | | |
| 2d M. (") " " " " | 500,000 | 7 | June & Dec. | " | 1894 | ... | 1st Mortgage (Marq. & Ont.)... | 1,700,000 | 8 | Jan. & Dec. | New York. | 1892 | 99 |
| Lake Shore & Tuscarawas Valley: | | | | | | | 1st Mort. (Houghton and Ont.) | 2,000,000 | 8 | Jan. & July. | " | 1892 | ... |
| 1st Mortgage gold..... | 2,000,000 | 7* | April & Oct. | Cleveland, O. | 1901 | ... | Consolidated Mortgage..... | 1,454,000 | 6-10 | Various. | " | 1900-03 | ... |
| 2d Mortgage, for \$1,000,000..... | 696,000 | 7 | " | " | 1892 | ... | Massachusetts Valley (C. & P. R.): | | | | | | |
| Elyria and Black Riv. b'ds ass'd | 180,000 | 7 | May & Nov. | " | 1892 | ... | 1st Mortgage guaranteed..... | 400,000 | 6* | Jan. & July. | Boston. | 1899 | 90 |
| Lake Superior & Mississippi: | | | | | | | Maryland and Delaware: | | | | | | |
| 1st Mort. skg fund gold tax free. | 4,500,000 | 7* | Jan. & July. | N.Y.-Bost.-Ph. | 1896 | 20 | 1st Mortgage..... | 850,000 | 6 | May & Nov. | Boston. | 1885 | ... |
| 2d Mort. gold tax free and conv. | 8,200,000 | 7* | April & Oct. | " | 1900 | ... | 2d Mortgage..... | 150,000 | 6 | June & Dec. | " | 1889 | ... |
| Income Bonds..... | 3,200,000 | 10 | " | " | 1902 | ... | Massillon & Cleva. (C.M. V. & D.) | | | | | | |
| Lawrence (P. Ft. W. & Chl.): | | | | | | | 1st Mortgage guaranteed, gold.. | 100,000 | 7* | Jan. & July. | New York. | 1890 | ... |
| 1st Mortgage, guaranteed..... | 358,000 | 7 | Feb. & Aug. | New York. | 1895 | ... | Maysville and Lexington: | | | | | | |
| Leavenworth, Atch. & N. West'n: | | | | | | | 1st Mortgage..... | 500,000 | 7* | Jan. & July. | New York. | 1890 | ... |
| 1st Mort. guar. by Fac. of Mo.... | 500,000 | 7 | April & Oct. | New York. | 1890 | ... | Memphis and Charleston: | | | | | | |
| Leaven., Lawrence & Galveston: | | | | | | | 1st Mortgage, Convertible..... | 1,293,000 | 7 | March & Sept. | New York. | 1890 | 93 |
| 1st Mort. skg fund conv. gold.. | 5,000,000 | 10 | Jan. & July. | N. Y. & Bost. | 1899 | 25 | 2d Mortgage..... | 1,000,000 | 7 | Jan. & July. | " | 1885 | ... |
| 1st Mort. (K. O. & San. Fe) gold.. | 720,000 | 10 | May & Nov. | Boston. | 1890 | ... | Tennessee State Loan..... | | | | | | |
| 1st Mort. (Southern Kan.) guar. | 160,000 | 8 | June & Dec. | " | 1891 | ... | Income Bonds..... | 1,814,142 | 6 | " | " | 1890 | ... |
| Lehigh and Lackawanna: | | | | | | | 600,000 | 10 | March & Sept. | " | 1878-79 | ... | |
| 1st Mortgage tax free..... | 300,000 | 7 | Feb. & Aug. | Philadelphia. | 1897 | ... | Memphis and Little Rock: | | | | | | |
| Lehigh Valley: | | | | | | | 1st Mortgage (Land Grant).... | 1,300,000 | 8 | May & Nov. | New York. | 1890 | ... |
| 1st Mortgage (new loan)..... | 5,000,000 | 6 | June & Dec. | Philadelphia. | 1898 | 110 | 2d Mortgage..... | 1,000,000 | 8 | " | " | ... | ... |
| 1st Mortgage (") reg. | ... | 6 | " | " | 1898 | 111 | Michigan Air Line (Mich. Cent.): | | | | | | |
| 2d Mortgage for \$5,000,000..... | 6,000,000 | 7 | March & Sept. | " | 1910 | 116 | 1st Mort. (South Bend Div.) ass'd | 200,000 | 8 | May and Nov. | New York. | 1890 | 90 |
| General Mort. for \$40,000,000. } | | | | | | | Michigan Central: | | | | | | |
| General Mort., registered..... | 5,000,000 | 6* | June & Dec. | " | 1923 | 97 | 1st Mortgage, convertible..... | 556,000 | 8 | April & Oct. | Boston. | 1892 | ... |
| Lewish. Centre & Spruce C. (P. & K.) | | | | | | | 1st Mortgage sinking fund conv. | 2,179,000 | 8 | " | " | 1892 | 109 |
| 1st Mortgage..... | 1,548,000 | 7 | May & Nov. | Philadelphia. | 1902 | ... | Consol. Mortgage for \$10,000,000 | 8,000,000 | 7 | May & Nov. | New York. | 1902 | 111 |
| Lexington & St. Louis (A. & P.): | | | | | | | 1st Mort. (Mich. Air Line) ass'd | 1,900,000 | 8 | Jan. & July. | " | 1890 | 104 |
| 1st Mortgage gold..... | 900,000 | 6* | June & Dec. | New York. | 1899 | ... | Equipment Bonds for \$900,000.. | 554,000 | 8 | Apr. and Oct. | N. Y. & Bost. | 1893 | ... |
| Little Miami: | | | | | | | | | | | | | |

AMERICAN RAILROAD BOND LIST.

An Asterisk (*) affixed to rate of interest signifies "Payable in Coin."

| Description of Bonds. | Amount. | Rate. | Interest Payable. | | Due. | Price. | Description of Bonds. | Amount. | Rate. | Interest Payable. | | Due. | Price. |
|--|------------|-------|-------------------|---------------|--------|--------|---|--------------|-------|-------------------|------------------|--------|--------|
| | | | When. | Where. | | | | | | When. | Where. | | |
| Minneapolis & St. L. (B. O. R. & N. Y.) | \$ 150,000 | 7* | Jan. & July. | New York. | 1911 | 75 | N. O. Jack. & Gt. N. (N. O. St. L. & C.): | \$ 3,000,000 | 8 | Jan. & July. | New York. | 1888 | .... |
| 1st Mortgage gold, guaranteed. | 150,000 | 7* | Jan. & July. | New York. | 1890 | .... | 2d Mortgage for \$3,000,000. | 1,500,000 | 8 | April & Oct. | " | 1890 | .... |
| Minnesota and North Western: | | | | | | | New Orleans, Mobile and Texas: | | | | | | |
| 1st Mort. gold, skg fd & tax free | 20,000pm | 7* | Jan. & July. | Detroit. | 1890 | .... | 1st Mort. (Mobile to N. Orleans) | 4,000,000 | 7* | Jan. & July. | N. Y. & Lond. | 1915 | .... |
| Mississippi Cent. (N. O. St. L. & Chi.): | | | | | | | 1st Mort. (N. Orleans to Texas) | 7,250,000 | 8 | " | New York. | 1915 | .... |
| 1st Mortgage. | 1,012,500 | 7 | May & Nov. | New York. | 74-'84 | .... | 2d Mort. endorsed by Louisiana. | 2,825,000 | 8 | " | " | 1915 | .... |
| 2d Mortgage. | 2,000,000 | 8 | Feb. & Aug. | " | 1886 | .... | New York, Boston and Montreal: | | | | | | |
| General Mort. for \$8,000,000 gold | 3,708,500 | 7* | May & Nov. | " | 1912 | .... | 1st Mortgage for \$12,250,000. | 6,250,000 | 7* | Feb. & Aug. | N. Y. or Lond. | 1889 | .... |
| Mississippi, Ouachita & Red Riv.: | | | | | | | New York & Canada (D. & H. C.): | | | | | | |
| 1st Mortgage gold. | 2,040,000 | 7* | Jan. & July. | ..... | 1900 | .... | 1st Mort. for \$280,000, guar. | 4,000,000 | 6* | May & Nov. | London. | 1904 | .... |
| Mississippi and Tennessee: | | | | | | | New York Central & Hudson R.: | | | | | | |
| 1st Mortgage, Series A. | 1,000,000 | 8 | April & Oct. | Memphis. | 1902 | .... | Debt Certificates (N. Y. Cent.) | 6,632,900 | 6 | May & Nov. | New York. | 1888 | 166 |
| 2d Mortgage, Series B. | 1,100,000 | 8 | Jan. & July. | " | 1902 | .... | Bonds for B. & N. F. stk (") | 74,500 | 6 | May & Nov. | " | 1888 | .... |
| Mississippi Valley and Western: | | | | | | | Bonds for R. R. Stocks (") | 692,000 | 6 | " | " | 1888 | 162 |
| 1st Mortgage \$20,000 p. m. | 800,000 | 7 | Feb. & Aug. | New York. | 1902 | .... | Bonds for Real Estate (") | 162,000 | 6 | " | " | 1888 | 163 |
| Missouri, Iowa and Nebraska: | | | | | | | Bonds of 1884 renewed (") | 2,391,300 | 6 | June & Dec. | " | 1887 | 107 |
| 1st Mortgage gold, sinking fund. | 2,000,000 | 7* | June & Dec. | ..... | 1910 | .... | 2d Mort. (Hudson River) S. F. | 1,794,000 | 7 | " | " | 1885 | 111 |
| Missouri, Kansas and Texas: | | | | | | | Bonds of 1871, tax free. | 1,950,000 | 7 | April & Oct. | " | 1891 | .... |
| 1st Mort. (U. Pac. S. Br.) skg fund | 2,615,000 | 6* | Jan. & July. | New York. | 1899 | .... | 1st Mort., coup. } for \$30,000,000 | 18,465,000 | 7 | Jan. & July. | " | 1908 | 121 |
| 1st Mort. (Teb. & Neesho) S. F. | 349,000 | 7* | June & Dec. | " | 1903 | .... | 1st Mort., reg'd } | 9,733,333 | 6* | " | London. | 1903 | .... |
| Consol. Land Grant, skg fd gold | 10,418,000 | 7* | Feb. & Aug. | " | 1904 | 50 | New York and Harlem: | | | | | | |
| First Additional Consol. Mort. | 2,500,000 | 7 | " | " | 1905 | .... | Sinking Fund Mortgage of 1861. | 107,704 | 7 | Jan. & July. | New York. | 1881 | .... |
| Second Add. Consol. Mort. | 1,182,000 | 7 | " | " | 1906 | 161 | Consol. Mort. of 1872, coupon. | 10,500,000 | 7 | May & Nov. | " | 1900 | 121 |
| Third Additional Consol. Mort. | 600,000 | 7 | " | " | 1906 | .... | Consol. Mort. of 1872, reg. } | | | | " | 1900 | 120 |
| Missouri River, Ft. Scott & Gulf: | | | | | | | New York Elevated: | | | | | | |
| 1st Mortgage, Land Grant, S. F. | 5,000,000 | 10 | Jan. & July. | New York. | 1889 | 76 | 1st Mortgage. | 7,000,000 | 7 | Jan. & July. | New York. | 1908 | 103 |
| 2d Mortgage. | 2,000,000 | 10 | April & Oct. | N. Y. & Bos. | 1890 | 164 | N. York, Housatonic & Northern: | | | | | | |
| Mobile and Girard. | | | | | | | 1st Mortgage. | 1,500,000 | 7* | April & Oct. | New York. | 1902 | .... |
| 1st Mortgage. | 877,500 | 7 | Jan. & July. | Savannah. | 1876 | .... | New York, Kingston & Syracuse: | | | | | | |
| 2d Mort. end. by Cent. R. of Ga. | 300,000 | 8 | " | " | 1889 | .... | 1st Mort. for \$4,000,000. | 2,500,000 | 7* | Jan. & July. | New York. | 1902 | .... |
| Plain bonds. | 38,500 | 8 | " | " | 1887 | .... | New York, N. Haven & Hartford: | | | | | | |
| Mobile and Montgomery: | | | | | | | 1st Mort. (Harlem & Portchester) | 2,000,000 | 7 | ..... | New York. | 1903 | .... |
| 1st Mort. end. by State of Ala. | 2,434,000 | 8* | May & Nov. | New York. | 1900 | .... | New York and New England: | | | | | | |
| 2d Mortgage. | 800,000 | 8 | " | " | 1900 | .... | 1st mortgage, old. | 923,000 | 7 | March & Sept. | Boston. | 1884 | .... |
| Mobile and Ohio: | | | | | | | 1st mortgage, new. | 343,000 | 7 | Jan. & July. | " | 1906 | .... |
| 1st Mortgage Sterling. | 5,686,000 | 6* | May & Nov. | Mo. & Lond. | 1883 | .... | New York and Oswego Midland: | | | | | | |
| Interest bonds. | 1,624,300 | 8 | " | " | 76-'83 | .... | 1st Mortgage gold, tax free. | 8,000,000 | 7* | Jan. & July. | New York. | 1894 | .... |
| Sterling Interest bonds. | 769,920 | 6* | " | " | 1883 | .... | 2d Mortgage convertible. | 2,500,000 | 7 | May & Nov. | " | 1896 | .... |
| Tennessee Substitution Bonds. | 1,688,000 | 7* | Jan. & July. | N. Y. & Lond. | 1901 | .... | 2d Mortgage non-convertible. | 1,500,000 | 7 | " | " | 1896 | .... |
| Special Mort. (Galveston Br.) | 58,000 | 8 | May & Nov. | Mobile. | 1877 | .... | 3d Mort., Equipment. | 3,800,000 | 7 | ..... | " | .... | .... |
| 2d Mortgage. | 1,463,858 | 8 | March. | " | 1877 | .... | 1st Mort. (West. Extension). | 2,425,000 | 7 | ..... | " | .... | .... |
| Consol. Mort. for \$15,000,000. | | | | | | | Consolidated Mortgage. | 1,200,000 | 7 | ..... | " | .... | .... |
| Convertible 5 per cent. bonds. | 977,550 | 8 | Jan. & July. | N. Y. & Lond. | 1904 | .... | New York, Providence & Boston: | | | | | | |
| Montclair (N. Y. and O. Mid.): | | | | | | | Extension Bonds. | 50,900 | 6 | May & Nov. | New York. | 78-'81 | .... |
| 1st Mortgage gold, guar. | 1,800,000 | 7* | March & Sept. | New York. | .... | .... | General Mort. for \$1,000,000. | 1,000,000 | 7 | Jan. & July. | " | 1899 | 118 |
| 2d Mortgage. | 780,000 | 7 | " | " | .... | .... | Norfolk & Petersburg (A. M. & O.): | | | | | | |
| Income Mortgage. | 888,400 | 7 | " | " | .... | .... | 1st Mortgage. | 305,000 | 8 | Jan. & July. | New York. | 1877 | 88 |
| Montgomery and Erie (Erie): | | | | | | | 1st Mortgage. | 157,000 | 7 | " | " | 1877 | 61 |
| 1st Mortgage. | 127,900 | 7 | May & Nov. | New York. | 1888 | .... | 2d Mortgage. | 454,000 | 8 | " | Norfolk. | 1893 | 86 |
| 2d Mortgage. | 47,000 | 7 | April & Oct. | " | 1887 | .... | North Carolina: | | | | | | |
| Montgomery and Eufaula: | | | | | | | 1st Mortgage. | 210,000 | 8 | May & Nov. | Co's Shops, N.C. | 1888 | .... |
| 1st Mortgage end. by Ala. gold. | 1,040,000 | 8* | March & Sept. | New York. | 1886 | .... | North Eastern (S. Car.): | | | | | | |
| 1st Mortgage not endorsed. | 320,000 | 8 | June and Dec. | " | 1900 | .... | 1st Mortgage. | 820,000 | 8 | March & Sept. | Charleston. | 1899 | .... |
| Monticello and Port Jervis: | | | | | | | 2d Mortgage. | 282,500 | 8 | " | " | 1899 | .... |
| 1st Mortgage gold, tax free. | 500,000 | 7* | J. A. J. & O. | New York. | 1890 | .... | North Missouri (St. L., K. C. & N.): | | | | | | |
| Morris and Essex (D. L. & W.): | | | | | | | 1st Mortgage. | 3,000,000 | 7 | Jan. & July. | New York. | 1896 | 107 |
| 1st Mortgage sinking fund, guar. | 5,000,000 | 7 | May & Nov. | New York. | 1914 | 117 | North Pennsylvania: | | | | | | |
| 2d Mortgage guar. | 2,000,000 | 7 | Feb. & Aug. | " | 1891 | 107 | 1st Mortgage convertible. | 1,930,500 | 6 | Jan. & July. | Philadelphia. | 1888 | 108 |
| Convertible bonds. | 384,000 | 7 | Jan. & July. | " | 1900 | 81 | 2d Mortgage. | 1,500,000 | 7 | May & Nov. | " | 1896 | 114 |
| Construction bonds. | 673,000 | 7 | Feb. and Aug. | " | 1889 | 86 | General Mortgage. | 2,035,000 | 7 | Jan. & July. | " | 1903 | 110 |
| Gen'l M. (1st on Boonton Br.) gr. | 4,991,000 | 7 | April & Oct. | " | 1901 | 98 | North Shore (Flush., N. S. & Cnty): | | | | | | |
| Special Mortgage. | 1,025,000 | 7 | " | " | .... | .... | 1st Mortgage. | 135,000 | 7 | Feb. & Aug. | New York. | 1887 | .... |
| Consol. mort. for \$25,000,000 guar. | 3,239,000 | 7 | June & Dec. | " | 1915 | 86 | Northern Central: | | | | | | |
| Nashville, Chattanooga & St. Louis: | | | | | | | 1st Mortgage, Md. State loan. | 1,500,000 | 6 | J. A. J. & O. | Annapolis. | Irred. | .... |
| 1st Mort., endorsed by Tenn. | 1,100,000 | 6 | Jan. & July. | New York. | 74-'83 | .... | 2d Mortgage S. F. Coupon. | 1,490,000 | 6 | Jan. & July. | Baltimore. | 1888 | 106 |
| 2d Mort. (Held by U. S. Gov.) | 1,000,000 | 4 | " | " | 81-'91 | .... | 3d Mortgage Coupon. | 1,128,000 | 6 | April & Oct. | Phila. & Balt. | 1900 | 102 |
| New Mortgage. | 4,700,000 | 7 | " | " | 1913 | 101 | Mortgage coupon. | 2,599,000 | 6* | Jan. & July. | Baltimore. | 1900 | 6 |
| Nashville and Decatur (L. & Nash.): | | | | | | | Mortgage registered. | 205,000 | 6* | April & Oct. | " | 1900 | .... |
| 1st Mortgage sinking fund, guar. | 1,900,000 | 7 | Jan. & July. | New York. | 1900 | 101 | Consol. Gen. Mort. S. F. Coup. | 2,838,000 | 6* | Jan. & July. | Lond. & Balt. | 704 | .... |
| 2d Mortgage gold. | 208,000 | 6* | April & Oct. | Nashville. | 1887 | .... | Consol. General Mort. Coupon. | 1,635,000 | 6* | " | " | 1894 | .... |
| Nashua and Lowell. | | | | | | | Second General Mort. coupon. | 3,000,000 | 5 | " | Baltimore. | 1920 | 50 |
| Bonds for freight depot. | 200,000 | 6* | Feb. & Aug. | Boston. | 1892 | 103 | Second General Mort. coupon. | 1,000,000 | 6 | " | " | 1920 | .... |
| Newark & New York (C. of N. J.): | | | | | | | Northern New Jersey (Erie): | | | | | | |
| 1st Mortgage guar. | 600,000 | 7 | Jan. & July. | New York. | 1891 | .... | 1st Mortgage skg fd guar. | 400,000 | 7 | Jan. & July. | Jersey C. | 1878 | .... |
| Newark, Somerset & Straitville: | | | | | | | Northwestern Pacific: | | | | | | |
| 1st Mortgage gold. | 880,000 | 7* | May & Nov. | New York. | 1889 | 98 | 1st Mort. on R. R. & lands gold. | 4,000,000 | 7.3* | Jan. & July. | New York. | 1900 | 84 |
| New Bedford: | | | | | | | Northwestern Virginia: | | | | | | |
| 1st Mort. (New Bed. & Taunton) | 171,500 | 6 | Jan. & July. | Boston | 1881 | 105 | 3d Mort., assumed by B. and O. | 140,000 | 6 | Jan. & July. | Baltimore. | 1883 | 100 |
| New Issue for \$360,000. | 400,000 | 7 | " | " | 1894 | .... | Northwestern Union (C. & N. W.): | | | | | | |
| New Haven and Derby: | | | | | | | 1st Mortgage. | 3,500,000 | 7* | March & Sept. | New York. | 1917 | .... |
| 1st Mortgage. | 525,000 | 7 | Various. | New Haven. | 98-'00 | .... | Norwich & Worcester (B. H. & E.): | | | | | | |
| New H. Middle'n & Willman: | | | | | | | 1st Mort. Mass. Loan, skg. fd. | 400,000 | 6* | Jan. & July. | Boston. | 1877 | .... |
| 1st Mortgage (coup. & reg.) | 3,000,000 | 7 | May & Nov. | New York. | 1889 | .... | Construction Bonds. | 400,000 | 6 | March & Sept. | " | 1897 | .... |
| 2d Mortgage. | 2,000,000 | 7 | " | " | 1881 | .... | Nyack and Northern: | | | | | | |
| New Haven and Northampton: | | | | | | | 1st Mortgage. | 150,000 | 7 | Jan. & July. | New York. | 1890 | .... |
| 1st Mortgage. | 1,000,000 | 7 | Jan. & July. | N. Y. & N. H. | 1899 | .... | Ogdensburg and Lake Champlain: | | | | | | |
| Convertible bonds, tax free. | 750,000 | 6 | April & Oct. | " | 80-'85 | .... | Equipment Mortgage. | 300,000 | 8 | Jan. & July. | Boston. | 1878 | 94 |
| Holyoke and Westfield bonds. | 200,00 | | | | | | | | | | | | |

AMERICAN RAILROAD BOND LIST.

An Asterisk (*) affixed to rate of interest signifies "Payable in Coin."

| Description of Bonds. | Amount. | Rate. | Interest Payable. | | Due. | Price. | Description of Bonds. | Amount. | Rate. | Interest Payable. | | Due. | Price. |
|---------------------------------------|------------|-------|-------------------|----------------|-------|---------|--|-----------|-------|-------------------|----------------|-------|---------|
| | | | When. | Where. | | | | | | When. | Where. | | |
| Oil Creek (Pittsb., T. & Buffalo): | \$ | | | | | | Philadelphia, Wilmington & Balt: | \$ | | | | | |
| 1st Mortgage..... | 580,000 | 7 | April & Oct. | Philadelphia. | 1898 | 78 | Mortgage Loan, convertible..... | 262,000 | 6 | Jan. & July. | Phila. & Bost. | 1884 | 108 1/2 |
| Omaha and Northwestern: | | | | | | | Loan of 1897..... | 1,000,000 | 6 | April & Oct. | " " | 1887 | 103 |
| 1st Mort. Land Grant, Gold..... | 16,000 pm | 7 3/4 | Jan. & July. | New York. | 1901 | .... | Loan of 1872..... | 700,000 | 6 | " " | " " | 1892 | 109 1/2 |
| Omaha and Republican Valley: | | | | | | | Loan of 1875..... | 800,000 | 6 | " " | " " | 1900 | 108 |
| 1st Mortgage..... | | 6 | F. M. A. & N. | ..... | 1895 | .... | Pickering Valley (Phila. & Rdg): | | | | | | |
| Omaha and Southwestern: | | | | | | | 1st Mortgage, guaranteed..... | 231,900 | 7 | April & Oct. | Philadelphia. | 1900 | 58 |
| 1st Mortgage \$20,000 p. m..... | 1,024,000 | 8 | June & Dec. | Boston. | 1896 | 118 1/2 | Pittsburg, Cin. & St. Louis (Pa.): | | | | | | |
| Oregon and California: | | | | | | | 1st Mort. (Col. & Newark Div.).... | 775,000 | 7 | Jan. & July. | Philadelphia. | 1890 | .... |
| 1st Mortgage gold..... | 10,960,000 | 7 1/2 | April & Oct. | New York. | .... | .... | 1st Mort. (Steub. & Ind.) conv..... | 3,000,000 | 6 | Monthly. | New York. | 1884 | .... |
| Osgo Valley & Southern Kansas: | | | | | | | Consol. Mortgage for \$10,000,000. | 6,222,000 | 7 | Feb. & Aug. | Philadelphia. | 1890 | 103 |
| 1st Mortgage (5-20 years)..... | 200,000 | 10 | Jan. & July. | New York. | 1884 | .... | Consolidated 2d Mortgage..... | 2,500,000 | 7 | April & Oct. | " " | 1913 | .... |
| Oshkosh & Miss. (C., M. & S. F.): | | | | | | | Pittsburg, Ft. Wayne & Chicago: | | | | | | |
| 1st Mortgage..... | 240,000 | 8 | Jan. & July. | New York. | 1891 | .... | 1st Mortgage (Series A)..... | 875,000 | 7 | Jan. & July. | New York. | 1912 | 121 1/2 |
| Oswego and Rome (R. W. & O.): | | | | | | | 1st Mortgage (Series B)..... | 875,000 | 7 | Feb. & Aug. | " " | 1912 | .... |
| 1st Mortgage..... | 500,000 | 7 | May & Nov. | New York. | 1910 | .... | 1st Mortgage (Series C)..... | 875,000 | 7 | March & Sept. | " " | 1912 | .... |
| Income Mortgage..... | 112,100 | 6 | Feb. & Aug. | " " | 1891 | .... | 1st Mortgage (Series D)..... | 875,000 | 7 | April & Oct. | " " | 1912 | .... |
| Oswego and Syracuse (D. L. & W.): | | | | | | | 1st Mortgage (Series E)..... | 875,000 | 7 | May & Nov. | " " | 1912 | .... |
| 1st Mortgage, guaranteed..... | 201,000 | 7 | May & Nov. | New York. | 1885 | .... | 1st Mortgage (Series F)..... | 875,000 | 7 | June & Dec. | " " | 1912 | .... |
| Ottawa, Oswego & Fox River: | | | | | | | 2d Mortgage (Series G)..... | 800,000 | 7 | Jan. & July. | " " | 1912 | 119 1/2 |
| 1st Mortgage guar. by C., B. & Q. | 1,079,000 | 8 | Jan. & July. | N. Y. & Bost. | 1900 | 112 1/2 | 2d Mortgage (Series H)..... | 800,000 | 7 | Feb. & Aug. | " " | 1912 | .... |
| Owensboro' and Russellville: | | | | | | | 2d Mortgage (Series I)..... | 800,000 | 7 | March & Sept. | " " | 1912 | .... |
| 1st Mortgage for \$1,500,000..... | 1,500,000 | 8 | Feb. & Aug. | New York. | 1892 | .... | 2d Mortgage (Series K)..... | 800,000 | 7 | April & Oct. | " " | 1912 | .... |
| Pacific of Missouri: | | | | | | | 2d Mortgage (Series L)..... | 800,000 | 7 | May & Nov. | " " | 1912 | .... |
| 1st Mortgage gold..... | 7,000,000 | 6 1/2 | Feb. & Aug. | New York. | 1883 | 105 | 2d Mortgage (Series M)..... | 800,000 | 7 | June & Dec. | " " | 1912 | .... |
| 2d Mortgage sinking fund..... | 2,450,000 | 7 | Jan. & July. | " " | 1891 | 104 | 2d Mortgage..... | 2,000,000 | 7 | April & Oct. | " " | 1912 | 103 |
| 3d Mortgage..... | 4,000,000 | 7 | May & Nov. | " " | .... | .... | Construction bonds of Jan. 1, '70 | 100,000 | 7 | Jan. & July. | New York. | 1887 | .... |
| St. Louis County Debt..... | 700,000 | 7 | Monthly. | St. Louis. | 1885 | .... | Equipment bonds..... | 1,000,000 | 8 | March & Sept. | " " | 1894 | .... |
| Real Estate Bonds..... | 800,000 | 8 | May & Nov. | New York. | 1892 | .... | Pittsburg, Va. and Charleston: | | | | | | |
| 1st Mort. (Carondelet Branch)..... | 500,000 | 6 1/2 | April & Oct. | " " | 1893 | 70 | 1st Mortgage..... | 700,000 | 7 | April & Oct. | New York. | 1902 | .... |
| Paducah and Memphis: | | | | | | | Pittsburg, Wash. & Conn'tsville: | | | | | | |
| 1st Mortgage gold for \$2,805,000. | 1,541,000 | 7 1/2 | Feb. & Aug. | New York. | 1902 | .... | 1st Mort. (Pittsb. & Conn'tsville).... | 4,000,000 | 7 | Jan. & July. | Baltimore. | 1896 | 100 |
| Panama: | | | | | | | 2d Mort. do. (Balt. Loan)..... | 5,000,000 | 6 | May & Nov. | " " | 1902 | .... |
| General Mortgage, stg. £597,800. | 2,903,308 | 7 1/2 | April & Oct. | London. | 1897 | .... | 1st Mort. (Turtle Cr. Div. 104 m) | 400,000 | 6 | Feb. & Aug. | Pittsburg. | 1889 | .... |
| Paris and Decatur: | | | | | | | Real Estate Mortgage..... | 100,000 | 6 | " " | Baltimore. | 1888 | .... |
| 1st Mortgage gold, S. F..... | 1,200,000 | 7 1/2 | Jan. & July. | N. Y. & Lond. | 1892 | .... | Plymouth, Kankakee & Pacific: | | | | | | |
| Paterson and Newark (Erie): | | | | | | | 1st Mortgage for \$3,000,000..... | 20,000 pm | 7 1/2 | Jan. & July. | New York. | 1901 | .... |
| 1st Mortgage, guaranteed..... | 500,000 | 7 | Jan. & July. | New York. | 1878 | .... | Port Huron and Lake Michigan: | | | | | | |
| Pekin, Linc. & Decatur (T.W. & W.): | | | | | | | 1st Mortgage gold, for \$1,800,000 | 1,800,000 | 7 1/2 | May & Nov. | New York. | 1899 | .... |
| 1st Mortgage, guaranteed..... | 1,075,000 | 7 | Feb. & Aug. | New York. | 1900 | 60 | Portland & Ogden's (Me. & N.H.): | | | | | | |
| Pemberton & Hights (U.C. of N.J.): | | | | | | | 1st Mort. (Maine Section) gold..... | 800,000 | 6 1/2 | Jan. & July. | Boston. | 1900 | .... |
| 1st Mortgage, guaranteed..... | 160,000 | 7 | Jan. & July. | Philadelphia. | 1889 | 105 | Consol. Mort. gold, for \$3,300,000 | 149,000 | 6 1/2 | May & Nov. | " " | 1901 | 15 |
| Peninsular (Mich.) Railway: | | | | | | | Portland and Ogdenburg (Vt.): | | | | | | |
| 1st Mortgage gold (S.F.), 1st series | 1,800,000 | 7 1/2 | May & Nov. | N.Y. or Lond. | 1899 | .... | 1st Mortgage gold, for \$2,300,000 | 1,200,000 | 6 1/2 | May & Nov. | N.Y. & Bost. | 1891 | 46 |
| 1st Mortgage gold (S.F.), 2d series | 2,000,000 | 7 1/2 | May & Nov. | " " | 1900 | .... | Portland and Oxford Central: | | | | | | |
| 2d Mortgage..... | 640,000 | 7 | Feb. and Aug. | New York. | 1881 | .... | 1st Mortgage of 1893..... | 250,000 | 6 | Jan. & July. | Portland. | 1888 | .... |
| Pennsylvania: | | | | | | | Portland and Rochester: | | | | | | |
| 1st Mort. (Harrisb'g to Pittsb'g) | 4,970,000 | 6 | Jan. & July. | Philadelphia. | 1880 | 105 1/2 | 1st Mort. (Portland Loan) skg fd | 700,000 | 6 | Jan. & July. | Boston. | 1887 | .... |
| General Mortgage..... | 19,999,700 | 6 | J. A. J. & O. | Philadelphia. | 1910 | 101 | 1st Mortgage (equal lien)..... | 100,000 | 7 | April & Oct. | " " | 1887 | .... |
| General Mortgage, registered..... | 29,250,000 | 6 1/2 | Jan. & July. | London. | 1905 | 99 1/2 | 2d Mort. (Portland Loan)..... | 396,500 | 6 | Mar. & Sept. | " " | 1891 | .... |
| Consolidated Mortgage..... | 4,572,110 | 5 | April & Oct. | Philadelphia. | 77-79 | .... | Port Royal (S. C.): | | | | | | |
| State lien for \$7,500,000, skg fd | | | | | | | 1st Mortgage gold, skg fd..... | 2,000,000 | 7 1/2 | May & Nov. | N.Y. & Lond. | 1889 | .... |
| Pennsylvania Coal: | | | | | | | 1st Mort. gold, guar. by Ga. R.R. | 500,000 | 7 1/2 | " " | " " | 1889 | .... |
| 1st Mortgage..... | 487,500 | 7 | Feb. and Aug. | New York. | 1881 | .... | Portsmouth, Gt. Falls & Conway: | | | | | | |
| Pennsylvania and Delaware: | | | | | | | 1st Mort., guar. by Eastern R.R. | 514,000 | 7 | June and Dec. | Boston. | 1893 | 75 1/2 |
| 1st Mortgage..... | 1,083,000 | 7 | Feb. & Aug. | Philadelphia. | 1903 | .... | Poughkeepsie and Eastern: | | | | | | |
| 2d Mortgage..... | 519,000 | 7 | April & Oct. | " " | 1903 | .... | 1st Mort. gold, conv. & tax free..... | 644,500 | 7 1/2 | Jan. & July. | New York. | 1910 | .... |
| Pennsylvania & New York (L.V.): | | | | | | | 2d Mortgage..... | 78,000 | 7 | " " | " " | .... | .... |
| 1st Mortgage, guaranteed..... | 1,500,000 | 7 | June & Dec. | Philadelphia. | 1896 | 113 1/2 | Providence and Worcester: | | | | | | |
| 1st Mortgage, guaranteed..... | 1,500,000 | 7 | " " | " " | 1906 | .... | 1st Mortgage..... | 800,000 | 6 | Jan. & July. | Providence. | 1890 | 102 1/2 |
| Peoria & Bureau Val (C.R.I. & P.): | | | | | | | Stoughton Branch bonds..... | 1,000,000 | 6 | " " | " " | .... | .... |
| 1st Mortgage, guaranteed..... | 600,000 | 8 | Jan. & July. | New York. | 1877 | .... | Quincy, Alton and St. Louis: | | | | | | |
| Peoria & Hannibal (C. B. & Q.): | | | | | | | 1st Mortgage gold..... | 1,000,000 | 7 1/2 | May & Nov. | Philadelphia. | 1892 | .... |
| 1st Mortgage, traffic guarantee..... | 277,000 | 8 | Jan. & July. | Boston. | 1878 | 100 1/2 | Quincy and Palmyra: | | | | | | |
| 2d Mort. conv., and tax free..... | 1,000,000 | 7 | Jan. & July. | New York. | 1894 | .... | 1st Mort. assumed by H. & St. Jo. | 600,000 | 8 | Feb. & Aug. | New York. | 1892 | .... |
| Peoria and Rock Island: | | | | | | | Quincy and Toledo (T. W. & W.): | | | | | | |
| 1st Mort. gold, conv. & tax free..... | 1,500,000 | 7 1/2 | Feb. & Aug. | N.Y. & Lond. | 1900 | .... | 1st Mortgage, guaranteed..... | 600,000 | 7 | May & Nov. | New York. | 1890 | 80 |
| 2d Mortgage..... | 150,000 | 10 | Jan. & July. | New York. | 1900 | .... | Quincy & Warsaw (C. B. & Q.): | | | | | | |
| Perkiomen (Phila. and Rdg): | | | | | | | 1st Mortgage, guaranteed..... | 725,000 | 8 | Jan. & July. | Boston. | 1890 | 111 1/2 |
| 1st Mortgage, guaranteed..... | 619,000 | 6 | April & Oct. | Philadelphia. | 1897 | 75 | Reading and Columbia (P. & R.): | | | | | | |
| Petersburg: | | | | | | | 1st Mort., Coupon, guaranteed..... | 650,000 | 7 | March & Sept. | New York. | 1882 | 95 |
| 1st Mortgage (Installments)..... | 341,500 | 8 | Jan. & July. | New York. | 79-98 | 84 1/2 | 2d Mort., Coupon, guaranteed..... | 250,000 | 7 | June & Dec. | Columbia. | 1884 | .... |
| 2d Mortgage..... | 600,000 | 8 | " " | " " | 1902 | .... | Rensselaer and Saratoga: | | | | | | |
| Philadelphia and Atl. City: | | | | | | | 2d Mortgage..... | 300,000 | 7 | Jan. & July. | Troy. | 1890 | .... |
| Mortgage for \$500,000..... | 350,000 | 7 | Jan. & July. | Philadelphia. | 1907 | .... | 2d Mortgage..... | 150,000 | 7 | " " | " " | 1887 | .... |
| Philadelphia and Baltimore Cent: | | | | | | | 1st Mort. (Saratoga & Whitehall).... | 400,000 | 7 | March & Sept. | New York. | 1886 | .... |
| 1st Mortgage (Penn. Div. 3d m.).... | 800,000 | 7 | Jan. & July. | Philadelphia. | 1879 | .... | 1st Mort. (Troy, Salem & Rutl.).... | 600,000 | 7 | May and Nov. | " " | 1890 | .... |
| 1st Mortgage (Md. Div. 94 m.)..... | 300,000 | 6 | " " | " " | 1891 | .... | 1st Mortgage (Glenn's Falls)..... | 125,000 | 7 | Jan. & July. | " " | 1894 | .... |
| 2d Mortgage (Pa. & Md. 46 m.).... | 400,000 | 7 | " " | " " | 1900 | .... | Consol. Mort. for \$2,000,000..... | 1,788,500 | 7 | May and Nov. | " " | 1921 | 110 |
| Philadelphia and Erie (Penn.): | | | | | | | New Gen'l Mort. for \$4,000,000. | 1,092,000 | 6 1/2 | " " | " " | .... | .... |
| 1st Mort. (Sunbury & Erie 40m) | 1,000,000 | 7 | Apr. and Oct. | Philadelphia. | 1897 | 108 | Richmond and Danville: | | | | | | |
| 1st Mortgage..... | 5,000,000 | 6 | " " | " " | 1881 | 103 1/2 | Virginia State Loan, skg fund..... | 600,000 | 6 | Jan. & July. | Richmond. | 1880 | .... |
| 2d Mortgage..... | 3,000,000 | 7 | Jan. & July. | " " | 1888 | 104 1/2 | Virginia State guar. bonds..... | 167,800 | 6 | " " | " " | 1876 | .... |
| General Mort. for \$20,000,000..... | 7,652,000 | 6 1/2 | " " | Phil. or Lond. | 1920 | .... | 1st Mort. (Piedmont Branch)..... | 500,000 | 6 | April & Oct. | N. Y. or Rich. | 1888 | .... |
| Philadelphia and Reading: | | | | | | | 1st Mort. (Northwestern, N.C.).... | 500,000 | 6 1/2 | May and Nov. | New York. | 75-90 | 72 1/2 |
| | | | | | | | | | | | | | |

AMERICAN RAILROAD BOND LIST.

An Asterisk (*) affixed to rate of interest signifies "Payable in Coin."

| Description of Bonds. | Amount. | Rate. | Interest Payable. | | Due. | Price. | Description of Bonds. | Amount. | Rate. | Interest Payable. | | Due. | Price. |
|---------------------------------------|-----------|-------|-------------------|---------------|------|--------|-------------------------------------|------------|-------|-------------------|-----------------|---------|--------|
| | | | When. | Where. | | | | | | When. | Where. | | |
| Saginaw Valley and St. Louis: | | | | | | | South Carolina: | | | | | | |
| 1st Mortgage..... | 344,000 | 8 | May & Nov. | Saginaw. | 1892 | .... | 1st Mortgage Sterling..... | 1,482,867 | 5* | Jan. & July. | London. | '82-'88 | .... |
| Saint Croix and Penobscot: | | | | | | | 1st Mortgage (L.) currency..... | 1,051,500 | 7 | " " " | New York. | '78-'88 | .... |
| 1st Mort. (Cal. & Baring)..... | 96,300 | 6 | Jan. & July. | Calais, Me. | 1879 | .... | 2d Mort. for \$3,000,000..... | 1,206,500 | 7 | April & Oct. | Charleston. | 1902 | .... |
| 2d Mort. (")..... | 17,500 | 6 | " " " | " | 1879 | .... | Domestic (I) Bonds..... | 1,084,500 | 7 | April & Oct. | " | 1891 | .... |
| Calais Loan (Lewey's Island)..... | 115,000 | 6 | June & Dec. | " | 1878 | .... | Domestic (K) Bonds..... | 63,500 | 6 | Jan. & July. | " | '80-'92 | .... |
| St. Joseph & Denver City: | | | | | | | South Georgia and Florida: | | | | | | |
| 1st Mort. (E. D.) gold tax free.. | 1,500,000 | 5* | Feb. & Aug. | N. Y. & Lond. | 1899 | .... | 1st Mort. assumed by Atl. & Gulf | 464,000 | 7 | May & Nov. | New York. | 1888 | .... |
| 1st M. (W. D.) land grant, g'd tax fr | 5,500,000 | 5* | " " " | " | 1900 | .... | 2d Mort. | 200,000 | 7 | " " " | " | 1889 | .... |
| Joseph and St. Louis: | | | | | | | South Mountain Iron (Cumb. Val.): | | | | | | |
| 1st Mortgage..... | 1,000,000 | 6 | May & Nov. | New York | 1893 | .... | 1st Mortgage guaranteed..... | 200,000 | 6 | June & Dec. | Philadelphia. | 1888 | .... |
| St. Louis, Alton and Terre Haute: | | | | | | | 2d Mortgage for \$200,000..... | 177,500 | 7 | March & Sept. | " | 1884 | .... |
| 1st Mortgage skg f'd. (Series A) | 1,100,000 | 7 | Jan. & July. | New York. | 1894 | .... | South and North Alabama. | | | | | | |
| 1st Mortgage skg f'd. (Series B) | 1,100,000 | 7 | April & Oct. | " " " | 1894 | 110 | 1st Mort., endor. by Ala., gold... | 391,000 | 8* | Jan. & July. | New York. | 1890 | .... |
| 2d Mortgage preferred (Series C) | 1,400,000 | 7 | Feb. & Aug. | " " " | 1894 | 80 | Sterling Mort., guar. by L. & N. | 21,038,000 | 6* | May & Nov. | London. | .... | .... |
| 2d Mortgage preferred (Series D) | 1,400,000 | 7 | May & Nov. | " " " | 1894 | .... | South Pacific (St. Louis & San F.): | | | | | | |
| 2d Mortgage Income (Series E) | 1,700,000 | 7 | " " " | " " " | 1884 | 42 | 1st Mortgage gold, assumed..... | 7,194,500 | 6* | Jan. & July. | New York. | 1888 | 91] |
| Equipment Mortgage..... | 300,000 | 10 | March & Sept. | " " " | 1894 | .... | South Shore (Mass.): | | | | | | |
| St. Louis, Iron Mt. and Southern: | | | | | | | 1st Mortgage, sinking fund..... | 150,000 | 6 | April & Oct. | Boston | '80-'81 | 102 |
| 1st Mort. (St. Louis & Iron Mt.) | 4,000,000 | 7 | Feb. & Aug. | New York. | 1892 | 109] | South Side, Va. (A., M. and O.): | | | | | | |
| 2d Mort. (")..... | 6,000,000 | 7* | May & Nov. | " " " | 1897 | 65] | 1st preferred bonds..... | 675,000 | 8 | Jan. & July. | New York. | '84-'90 | 102 |
| 1st Mort. L.G. (Arkansas Br'h) | 2,500,000 | 7* | June & Dec. | " " " | 1897 | .... | 2d preferred bonds..... | 621,000 | 8 | " " " | " | '84-'90 | 77 |
| 1st Mort. (Calro, Ark. & Tex.) | 1,600,000 | 7* | " " " | " " " | 1897 | .... | 3d preferred bonds..... | 452,800 | 6 | " " " | " | '84-'90 | 65] |
| Consolidated Mortgage..... | 1,500,000 | 7 | " " " | " " " | 1899 | .... | Southern Central (N. Y.): | | | | | | |
| St. Louis, Jacksonville & Chicago: | | | | | | | 1st Mortgage, skg fund conv..... | 1,500,000 | 7 | Feb. & Aug. | New York. | 1899 | .... |
| 1st Mortgage..... | 2,929,000 | 7 | April & Oct. | New York. | 1894 | .... | 2d Mortgage..... | 600,000 | 7* | March & Sept. | " | 1882 | 108 |
| 2d Mortgage..... | 548,000 | 7 | Jan. & July. | " | 1898 | .... | Southern Iowa and Cedar Rapids: | | | | | | |
| St. Louis, Kansas City & North: | | | | | | | 1st Mortgage gold..... | 1,500,000 | 7* | May & Nov. | New York. | 1900 | .... |
| 1st Mortgage (North Missouri) | 6,000,000 | 7 | Jan. & July. | New York. | 1896 | 101] | Southern of L. L.: | | | | | | |
| Real estate & 2d M. for \$3,000,000 | 993,000 | 7 | March & Sept. | " | 1896 | 85] | 1st Mortgage (South Side R. R.) | 750,000 | 7 | March & Sept. | New York. | 1887 | 80 |
| St. Louis, Lawrence and Denver: | | | | | | | 2d Mort., Sink. Fund..... | 1,500,000 | 7 | May & Nov. | " | 1900 | 20] |
| 1st Mort. guar. by Atl. and Pac. | 1,020,000 | 6* | Jan. & July. | New York. | 1901 | .... | Southern Minnesota: | | | | | | |
| St. Louis and South Eastern: | | | | | | | 1st Mortgage land grant tax free | 3,340,000 | 8 | Apr. & Oct. | New York. | '78-'88 | .... |
| 1st Mort. gold skg fund conv..... | 2,207,000 | 7 | May & Nov. | New York. | 1894 | .... | 2d Mortgage, land grant..... | 1,252,000 | 7 | Jan. & July. | " | 1890 | .... |
| 1st M. (Evans, D.) gold skg f'd. con | 1,000,000 | 7 | " " " | " | 1896 | .... | Southern (Cal.) Pacific: | | | | | | |
| 1st Mort. (Evans, Hen. & Nash.) | 1,000,000 | 7 | Jan. & July. | " | 1897 | .... | 1st Mortgage gold for \$28,000,000. | 11,000,000 | 6* | April & Oct. | New York. | .... | 95 |
| Consol. Mort. Skg. Fund..... | 2,000,000 | 7 | Feb. & Aug. | " | 1902 | .... | Southern Pennsylvania: | | | | | | |
| St. Louis, Van. & T. H. (T.H. & L.): | | | | | | | 1st Mortgage gold..... | 625,000 | 7* | March & Sept. | Philadelphia. | 1900 | .... |
| 1st Mortgage, guaranteed..... | 1,899,000 | 7 | Jan. & July. | New York. | 1897 | .... | 2d Mortgage gold..... | 88,000 | 7* | " " " | " | 1880 | .... |
| 2d Mortgage, (A.) guaranteed..... | 1,600,000 | 7 | May & Nov. | " | 1898 | .... | South Western (Gen. of Ga.): | | | | | | |
| 2d Mortgage (B.) convertible..... | 1,000,000 | 7 | " " " | " | 1898 | .... | 1st Mortgage, various conv..... | 391,000 | 7 | various. | Macon. | '72-'86 | .... |
| St. Louis and San Francisco: | | | | | | | 2d Mortgage (Muscookee) conv.. | 300,000 | 7 | " | " | '72-'76 | .... |
| 2d Mortgage A for \$500,000..... | 319,840 | 6* | May & Nov. | New York. | 1906 | 52 | Spartanburg and Union: | | | | | | |
| 2d Mort. B. & C for \$5,200,000... | 4,969,142 | 2* | " " " | " | 1906 | 30 | 1st Mortgage, end. by S. Car... | 350,000 | 7 | Jan. & July. | Charleston. | 1879 | .... |
| St. Paul and Pacific 1st Division: | | | | | | | 1st Mortgage not endorsed..... | 198,370 | 7 | " | " | 1879 | .... |
| 1st Mort. (St. P. to St. Anth.) 10m. | 120,000 | 8 | March & Sept. | New York. | 1892 | .... | Springfield, Athol & Northeastern: | | | | | | |
| 1st M. (St. Paul to Watb.) 80m. | 366,000 | 7 | Jan. & July. | " | 1892 | .... | 1st Mortgage..... | 416,000 | 7 | Jan. & July. | Boston. | '83-'91 | .... |
| 2d Mort. (do.) & 1st land gr. | 1,145,760 | 7 | June & Dec. | " | 1892 | .... | Springfield & Illinois St. Eastern: | | | | | | |
| 1st M. (Main L.) R.R. & Lande. | 3,000,000 | 7* | May & Nov. | London. | .... | .... | 1st Mortgage gold, tax free..... | 3,400,000 | 7* | Feb. & Aug. | New York. | 1899 | .... |
| 2d M. (do.) R.R. & Lande. | 8,500,000 | 7* | " " " | " | .... | .... | 2d Mortgage gold, tax free..... | 446,000 | 7* | April & Oct. | " | 1900 | .... |
| General Mortgage for \$15,000,000 | | 7* | " " " | " | .... | .... | Springfield and Northwestern: | | | | | | |
| St. Paul, Stillwater & Taylor's F.: | | | | | | | 1st Mortgage gold, skg fund..... | 500,000 | 7* | Feb. & Aug. | New York. | 1901 | .... |
| 1st Mortgage..... | 450,000 | 8 | Jan. & July. | New York. | 1901 | .... | Staten Island: | | | | | | |
| Salem (West Jersey): | | | | | | | 1st Mortgage..... | 200,000 | 7 | Jan. & July. | New York. | 1886 | 56 |
| 1st Mortgage guar..... | 100,000 | 6 | Jan. & July. | Philadelphia. | 1878 | .... | Stanstead, Shefford and Chambly: | | | | | | |
| Salem and Lowell (B. & L.): | | | | | | | 1st Mort., Guar. by Cent. Verm. | 500,000 | 7 | Jan. & July. | Boston. | 1887 | 35 |
| 1st Mortgage..... | 226,900 | 6 | Feb. & Aug. | Boston. | 1878 | 80 | Sullivan (Central Verm.): | | | | | | |
| Sand., Mansfield & Newark (B. & O.) | | | | | | | 2d Mortgage..... | 250,000 | 6 | Feb. & Aug. | Boston. | 1881 | .... |
| 1st Mortgage guaranteed..... | 2,801,000 | 7 | Jan. & July. | New York. | 1900 | 91 | Sullivan and Erie: | | | | | | |
| Saratoga & Whitehall (R. & S.): | | | | | | | 1st Mortgage, skg fund..... | 1,000,000 | 7 | May & Nov. | New York. | 1888 | .... |
| 1st Mortgage, guaranteed..... | 400,000 | 7 | March & Sept. | New York. | 1886 | .... | Summit Branch: | | | | | | |
| Savannah, Albany & Gulf (A. & G.): | | | | | | | 1st Mortgage..... | 800,000 | 7 | Jan. & July. | N.Y., Bost. Ph. | 1904 | 95 |
| Sectional Mort..... | 310,000 | 7 | Jan. & July. | New York. | Var. | .... | Sunbury and Lewiston: | | | | | | |
| Savannah and Charleston: | | | | | | | 1st Mortgage gold..... | 1,200,000 | 7* | April & Oct. | Philadelphia. | 1890 | .... |
| 1st Mortgage (Sav. & Char.)..... | 500,000 | 7 | Jan. & July. | New York. | 1889 | .... | Income Mort. gold..... | 200,000 | 6* | " " " | " | 1891 | .... |
| State guaranteed (O. & S.) bonds. | 405,000 | 8 | March & Sept. | Charleston. | 1877 | .... | Suspens. Bridge & Erie Junc. (E.): | | | | | | |
| Funded Interest bonds, guar. | 111,800 | 7 | " " " | New York. | 1889 | .... | 1st Mortgage..... | 1,000,000 | 7 | " " " | New York. | .... | .... |
| Savannah, Griffin & North Ala.: | | | | | | | Syracuse, Bing. & N.Y. (D.L. & W.): | | | | | | |
| 1st Mortgage for \$500,000 guar..... | 152,000 | 7 | Jan. & July. | Macon. | 1891 | .... | 1st Consol. Mortgage..... | 1,750,000 | 7 | April & Oct. | New York. | 1906 | .... |
| Savannah and Memphis: | | | | | | | 2d Mortgage (now 1st)..... | 270,000 | 7 | June & Dec. | " | 1887 | 101] |
| 1st Mort., gold, endor. by State. | 16,000pm | 5* | May and Nov. | New York. | 1890 | .... | Syracuse and Chenango Valley: | | | | | | |
| Schenectady & Esug. (D. & H. Can.) | | | | | | | 1st Mort. gold, for \$500,000..... | 500,000 | 7* | Feb. and Aug. | New York. | 1891 | .... |
| 1st Mortgage gold, tax free..... | 400,000 | 7* | Jan. & July. | New York. | 1900 | .... | Tebo and Neosho (M. K. & T.): | | | | | | |
| Schoolcraft & Three R. (LS & MS): | | | | | | | 1st Mortgage gold, skg fund..... | 1,163,000 | 7* | June & Dec. | New York. | 1903 | .... |
| 1st Mortgage..... | 100,000 | 8 | Jan. & July. | New York. | 1887 | .... | Terre Haute & Indianapolis: | | | | | | |
| Seaboard and Roanoke: | | | | | | | 1st Mortgage..... | 800,000 | 7 | April & Oct. | New York. | 1879 | .... |
| 1st Mortgage..... | 310,000 | 7 | Jan. & July. | New York. | 1880 | .... | Bonds of 1878 for \$1,600,000..... | 516,000 | 7 | " " " | " | 1894 | .... |
| Belma and Gulf: | | | | | | | Texas and Pacific: | | | | | | |
| 1st Mort. (guar. by Ala.)..... | 1,888,000 | 8 | April & Oct. | New York. | 1890 | .... | 1st Mortgage, 8,000 per mile.... | 3,552,000 | 6* | Mar. & Sept. | N.Y., Ph. Lon. | 1905 | 93 |
| Belma, Marion and Memphis: | | | | | | | Consolidated Mortgage..... | 7,548,000 | 6* | June & Dec. | " | 1906 | .... |
| 1st Mort. guar. by Ala..... | 16,000pm | 8 | March & Sept. | New York. | 1889 | .... | Income and Land Grant..... | 7,704,225 | 7 | July. | N. Y. & Phil. | 1915 | 17 |
| Belma, Rome and Dalton: | | | | | | | Toledo, Can. Southern & Detroit: | | | | | | |
| 1st Mortgage, tax free..... | 3,000,000 | 7 | April & Oct. | New York. | 1887 | .... | 1st Mortgage..... | 1,500,000 | 7* | Jan. and July. | .... | 1906 | 60] |
| 2d Mortgage..... | 4,000,000 | 7 | Jan. & July. | " | 1891 | .... | Toledo, Peoria and Warsaw: | | | | | | |
| Equipment Mortgage..... | 280,000 | 10 | " " " | " | 1881 | .... | 1st Mortgage (Eastern Div.).... | 1,000,000 | 7 | June & Dec. | New York. | 1894 | 96 |
| Rhamokin Valley & Pottav. (N.C.): | | | | | | | 1st Mortgage (Western Div.).... | 1,800,000 | 7 | Feb. and Aug. | " | 1896 | 95 |
| 1st Mortgage, on road and lands. | 2,000,000 | 7* | Jan. & July. | Philadelphia. | 1901 | 100 | 2d Mort. conv. (")..... | 1,300,000 | 7 | April & Oct. | " | 1888 | 25 |
| Sheboygan and Fond du Lac: | | | | | | | Equipment Mort. | | | | | | |

AMERICAN RAILROAD BOND LIST.

The Letter (c) affixed to Rate of Interest signifies "Payable in Gold."

| Description of Bonds. | Amount. | Rate. | Interest Payable. | | Due. | Price. | Description of Bonds. | Amount. | Rate. | Interest Payable. | | Due. | Price. |
|-------------------------------------|------------|-------|-----------------------------|-------------------|----------|---------|-------------------------------------|-----------|-------|-------------------|----------------|---------|---------|
| | | | When. | Where. | | | | | | When. | Where. | | |
| Troy & Bennington (T. & B.): | \$ | | | | | | Western Maryland: | \$ | | | | | |
| 1st Mortgage skg fund, guar.... | 59,700 | 7 | Jan. & July. | Troy. | 1878 | .... | 1st Mortgage, unsecured..... | 400,000 | 6 | Jan. and July. | Baltimore. | 1890 | 100 |
| Troy and Boston: | | | | | | | 1st Mort. endor. by Balt..... | 200,000 | 6 | " | " | 1890 | 108 |
| 1st Mortgage..... | 200,000 | 7 | Jan. & July. | New York. | 1887 | .... | 2d Mort. " " " " " " " " | 200,000 | 6 | " | " | 1890 | 108 |
| 2d Mortgage..... | 200,000 | 7 | April & Oct. | " | 1888 | .... | 2d Mort. endor. by Wash. Co.. | 300,000 | 6 | " | " | 1890 | 104 |
| 3d Mortgage..... | 650,000 | 7 | May and Nov. | " | 1878 | .... | 2d Mortgage preferred..... | 300,000 | 6 | " | " | 1895 | 89 |
| Convertible Bonds..... | 648,000 | 7 | " | " | 1882 | .... | 2d Mortgage endor. by Balt..... | 875,000 | 6 | " | " | 1900 | 110 |
| Troy, Salem & Rutland (R. & Sar.): | | | | | | | 4th Mortgage..... | 1,000,000 | 6 | " | " | 1900 | .... |
| 1st Mortgage, guaranteed..... | 500,000 | 7 | May and Nov. | New York. | 1890 | .... | Western Pacific (Gen. Pac.): | | | | | | |
| Troy Union (and Depot): | | | | | | | 1st Mort. assumed..... | 2,735,000 | 6 | Jan. and July. | New York. | 1890 | 105 1/2 |
| 1st Mortgage, guaranteed..... | 680,000 | 6 | Jan. & July. | New York. | 1878 | .... | Western Pennsylvania (Penn.): | | | | | | |
| Tuckerton: | | | | | | | 1st Mortgage..... | 800,000 | 6 | Apr. and Oct. | Philadelphia. | 1892 | 82 1/2 |
| 1st Mortgage..... | 408,000 | 7 | April & Oct. | Philadelphia. | 1901 | .... | 1st Mortgage (Pittsb. Branch). | 1,000,000 | 6 | Jan. and July. | " | 1890 | .... |
| Union Pacific: | | | | | | | General Mortgage..... | 1,300,000 | 7 | " | " | .... | .... |
| 1st Mortgage gold, tax free..... | 27,231,000 | 6 | Jan. & July. | N. Y. & Bos. | '90-'99 | 105 1/2 | Western Union (Ch. M. & St. P.): | | | | | | |
| 1st Mort. Land Grant..... | 7,145,000 | 7 | Apr. and Oct. | " | 1887 | 109 | 1st Mortgage for \$5,000,000..... | 3,500,000 | 7 | Jan. and July. | New York. | 1896 | .... |
| 2d Mortgage (Gov. subsidy)..... | 27,238,512 | 6 | Jan. & July. | U.S. Treasury. | '90-'99 | .... | West Jersey: | | | | | | |
| 3d Mortgage Sinking Fund..... | 14,045,000 | 8 | March & Sept. | New York. | 1894 | 107 1/2 | Debenture bonds guar. by C. & A. | 400,000 | 6 | March & Sept. | Camden. | 1883 | 80 |
| Omaha Bridge Bonds Sterling.. | 2,225,000 | 8 | Apr. and Oct. | London. | 1896 | .... | 1st Mortgage..... | 1,000,000 | 6 | Jan. and July. | Philadelphia. | 1893 | 106 |
| Union Pacific (Central Div.): | | | | | | | 1st Mortgage (Salem) guar..... | 100,000 | 6 | " | " | 1873 | .... |
| 1st Mortgage gold, tax free..... | 1,000,000 | 6 | May and Nov. | New York. | 1895 | .... | 1st Mort. (Swedenborg) guar..... | 200,000 | 6 | June & Dec. | Camden. | .... | .... |
| 2d Mortgage (Gov. subsidy)..... | 1,000,000 | 6 | Jan. & July. | U.S. Treasury. | '90-'7-8 | .... | 2d Mort. (Cape May & Millville) | 600,000 | 7 | Apr. and Oct. | " | 96 | .... |
| Union Pacific, S. B. (M.K. & T.): | | | | | | | Consolidated Mortgage..... | 1,000,000 | 7 | " | " | 1899 | 105 |
| 1st Mortgage gold, skg fund..... | 3,220,000 | 6 | Jan. & July. | New York. | 1899 | .... | West Wisconsin: | | | | | | |
| Union & Titusville (P., T. & Buff.) | | | | | | | 1st Mort. land gr. gold skg fund | 3,000,000 | 7 | Jan. and July. | N.Y. or Lond. | 1887 | .... |
| 1st Mortgage..... | 500,000 | 7 | Jan. & July. | New York. | 1890 | 37 | 1st Mort. (Southern Extension). | 640,000 | 7 | " | " | 1902 | .... |
| United N. J. R. R. & Canal Co.: | | | | | | | White Water Valley: | | | | | | |
| Loan of 1901 (United Company's) | 3,000,000 | 6 | March & Sept. | Philadelphia. | 1901 | 103 | 1st Mortgage..... | 1,021,840 | 8 | Feb. and Aug. | Cincinnati. | 1890 | 10 |
| Sterling Loan \$369,200 (U. Co's) | 1,846,000 | 6 | " | London. | 1894 | .... | Waco Mico and Pocumoke..... | 200,000 | 6 | Jan. and July. | New York. | 1888 | .... |
| Sterling Loan \$360,000 (") | 1,800,000 | 6 | " | " | 1894 | .... | 1st Mortgage..... | 200,000 | 6 | Jan. and July. | New York. | 1890 | .... |
| Loan of 1894 Sk. Fund (") | 2,000,000 | 6 | Apr. and Oct. | Philadelphia. | 1894 | .... | Williamston and Tarboro'..... | 350,000 | 8 | May and Nov. | New York. | 1900 | .... |
| Loan of 1888 (United Company's) | 154,000 | 6 | Feb. and Aug. | " | 1888 | 96 | 1st Mortgage..... | 3,800,000 | 7 | June & Dec. | Baltimore. | 1900 | 25 |
| 3rd to State of N. Jer. (U. Co's) | 500,000 | 7 | (Due 90 days after demand.) | London. | 1880 | .... | Wilmington, Colum. & Augusta: | | | | | | |
| Sterling S.F. \$262,000 (C. & A.) | 1,310,000 | 6 | Feb. and Aug. | Philadelphia. | 1883 | 103 1/2 | 1st Mortgage..... | 1,200,000 | 7 | Apr. and Oct. | Philadelphia. | 1900 | 43 |
| Loan of 1888 (Camden & Amb'y) | 1,700,000 | 6 | " | Princeton. | 1889 | 102 | 2d Mortgage coupon or regis.... | 1,700,000 | 7 | Jan. and July. | " | 1902 | 10 |
| Loan of 1889 (") | 868,000 | 6 | June & Dec. | Philadelphia. | 1889 | 108 1/2 | Wilmington and Weldon: | | | | | | |
| Mortg. Loan (") | 5,000,000 | 6 | May and Nov. | New York. | 1879 | .... | 1st Mortgage..... | 500,000 | 7.3 | J. A. J. & O. | Phil. & Wilm. | 1892 | .... |
| Loan of '78 (N.J. R.R. & T. Co.) | 450,000 | 6 | Feb. and Aug. | N. Y. (Over Due.) | .... | .... | Winona & St. Peter (C. & N. W.): | | | | | | |
| Bond to State of N. J. (do.) | 100,000 | 7 | Apr. and Oct. | " | .... | .... | 1st Mortgage \$20,000 p. m..... | 2,750,000 | 7 | Jan. and July. | New York. | 1897 | 101 |
| Utah Central: | | | | | | | 2d Mortgage \$12,000 p. m..... | 1,650,000 | 7 | May and Nov. | " | 1907 | 94 |
| 1st Mortgage..... | 1,000,000 | 6 | Jan. & July. | Salt Lake City | 1890 | .... | Extension mortgage bonds..... | 4,375,000 | 7 | June & Dec. | " | 1916 | .... |
| Utah Southern: | | | | | | | Wisconsin Central: | | | | | | |
| 1st Mortgage..... | 600,000 | 7 | Jan. & July. | Salt Lake City | 1891 | .... | 1st M. L. G. gold S. F. \$25,000pm | 4,618,000 | 7 | Jan. and July. | Boston. | 1901 | 15 |
| Utica and Black River: | | | | | | | 1st Mortgage..... | 210,000 | 6 | Jan. and July. | Baltimore. | 1891 | .... |
| 1st Mortgage..... | 200,000 | 7 | Jan. & July. | N. Y. & Utica. | 1878 | .... | Worcester and Naahua: | | | | | | |
| Bonds of 1871 (2d issue)..... | 575,000 | 7 | " | " | 1891 | .... | Plain Bonds..... | 125,000 | 7 | Jan. and July. | Boston. | 1881 | .... |
| Utica, Ithaca and Elmira: | | | | | | | Plain Bonds..... | 185,300 | 6 | Various. | " | '81-'87 | .... |
| 1st Mortgage, Sterling..... | 1,500,000 | 7.3 | Jan. & July. | London. | 1902 | .... | Plain Bonds..... | 250,000 | 7 | Apr. and Oct. | " | 1893 | 107 |
| Vermont Cent.—See Central Vt. | | | | | | | Plain Bonds..... | 400,000 | 7 | Feb. and Aug. | " | 1896 | .... |
| Vermont and Massachusetts: | | | | | | | Canal Bonds. | | | | | | |
| 1st Mortgage sinking fund..... | 450,000 | 6 | Jan. and July. | Boston. | 1883 | 104 1/2 | Chesapeake and Delaware: | | | | | | |
| Convertible bonds, tax free..... | 200,000 | 7 | " | " | 1879 | 104 1/2 | 1st Mortgage sinking fund..... | 1,903,750 | 6 | Jan. and July. | Philadelphia. | 1896 | 70 |
| Convertible bonds..... | 150,000 | 7 | " | " | 1885 | 107 | Chesapeake and Ohio: | | | | | | |
| Vicksburg and Meridian: | | | | | | | Sterling Loan guaranteed..... | 4,375,000 | 6 | J. A. J. & O. | London. | 1900 | .... |
| General (1st series (red))..... | 717,500 | 7 | Jan. and July. | Philadelphia. | 1890 | .... | Preferred Bonds (next lien)..... | 1,699,500 | 6 | Jan. and July. | Baltimore. | 1885 | 70 |
| 2d series (blue)..... | 850,000 | 7 | " | " | 1890 | .... | Delaware Division (L.O. & N.): | | | | | | |
| 3d series (black)..... | 138,000 | 7 | " | " | 1890 | .... | 1st Mortgage, guaranteed..... | 800,000 | 6 | Jan. & July. | Philadelphia. | 1893 | 98 |
| 4th series (not end.)..... | 1,141,700 | 7 | Apr. and Oct. | " | 1890 | .... | 1st Mort. (2d series, July 1, 1890) | 3,500,000 | 7 | Jan. and July. | New York. | 1884 | 97 |
| Special Loan 1871..... | 213,000 | 8 | Jan. and July. | " | 1880 | .... | reg. (2d series, Jan. 1, 1871) | 5,000,000 | 7 | " | " | 1891 | 95 1/2 |
| Vineyard: | | | | | | | Coupon bonds of 1874..... | 3,000,000 | 7 | Apr. and Oct. | " | 1894 | 94 1/2 |
| 1st Mortgage tax free..... | 750,000 | 7 | Apr. and Oct. | New York. | 1890 | .... | Registered bonds of 1874..... | 2,000,000 | 7 | " | " | 1894 | .... |
| Virginia & Tennessee (A.M. & O.): | | | | | | | Lehigh Coal and Navigation: | | | | | | |
| 1st Mortgage..... | 5,000 | 6 | Jan. and July. | N.Y. & Lynch. | 1873 | .... | Loan of 1877, Debentures..... | 762,779 | 6 | June & Dec. | Philadelphia. | 1877 | .... |
| 2d Mortgage..... | 990,000 | 6 | " | " | 1884 | 88 1/2 | Convertible Debentures..... | 41,550 | 6 | " | " | 1882 | .... |
| 3d Mortgage..... | 999,000 | 8 | March & Sept. | " | 1900 | 100 | Convertible Loan, gold..... | 771,000 | 6 | March & Sept. | " | 1894 | 96 |
| Registered Certificates..... | 94,191 | 8 | Jan. and July. | " | 1875 | .... | 1st Mortgage, registered..... | 5,381,963 | 6 | J. A. J. & O. | " | 1884 | .... |
| Funded Interest..... | 228,900 | 8 | " | " | 1880 | .... | 1st Mortgage, reg. (R. R.)..... | 2,000,000 | 6 | F. M. A. & N. | " | 1897 | 102 1/2 |
| Walkkill Valley (Erie): | | | | | | | Mortgage (equip.) Loan, gold..... | 4,668,500 | 6 | June & Dec. | " | 1897 | 91 |
| 1st Mortgage gold, tax free..... | 810,500 | 7 | Apr. and Oct. | New York. | 1901 | .... | Consolidated Mortgage..... | 1,115,000 | 7 | " | " | 1911 | 72 |
| Warren (D. L. & W.): | | | | | | | Greenwood Mortgage Loan..... | 717,000 | 7 | Feb. and Aug. | " | 1892 | .... |
| 1st Mortgage, guaranteed..... | 511,400 | 7 | Feb. and Aug. | New York. | 1875 | .... | Greenwood Mortgage Loan..... | 140,000 | 6 | Apr. and Oct. | " | 1877 | .... |
| 2d Mortgage, guaranteed..... | 750,000 | 7 | May and Nov. | " | 1900 | 106 | Monongahela Navigation: | | | | | | |
| Warren & Franklin (P. T. & B.): | | | | | | | 1st Mortgage..... | 103,000 | 6 | Jan. and July. | New York. | 1887 | .... |
| 1st Mortgage, assumed..... | 1,500,000 | 7 | Feb. and Aug. | Philadelphia. | 1882 | 80 | Morris and Banking: | | | | | | |
| Warwick Valley (Erie): | | | | | | | 1st Mortgage..... | 500,000 | 6 | Apr. and Oct. | Philadelphia. | 1876 | 99 |
| Wasatch and Jordan Valley: | | | | | | | Boat Loan, sinking fund..... | 226,965 | 7 | Apr. and Oct. | " | 1899 | 100 1/2 |
| 1st Mortgage..... | 150,000 | 9 | May and Nov. | New York. | 1893 | .... | Preferred Stock Dividend Scrip. | 103,164 | 7 | Jan. and July. | " | 1887 | .... |
| Wash'ton City Vt. Mid. & Gt. So.: | | | | | | | Pennsylvania: | | | | | | |
| 1st Mort. (O., Alex. & Manassas) | 1,650,000 | 7 | Jan. and July. | Baltimore. | 1882 | 47 | 1st Mortgage skg fund guar..... | 2,805,000 | 6 | Jan. and July. | Philadelphia. | 1910 | 65 1/2 |
| 2d Mort. (") | 350,000 | 7 | " | " | 1891 | .... | 1st Mortgage (W. V. Val. Can.) | 600,000 | 6 | " | " | 1878 | .... |
| 1st Mort. Orange & Alexandria | 400,000 | 6 | May and Nov. | " | 1873 | 85 | Schuylkill Navigation (Ph. & Rdr) | | | | | | |
| 2d Mort. " " " " " " " " | 1,200,000 | 6 | Jan. and July. | " | 1875 | 72 1/2 | 1st Mortgage..... | 1,714,390 | 6 | March & Sept. | Philadelphia. | '72-'97 | 80 1/2 |
| 3d Mort. " " " " " " " " | 600,000 | 8 | May and Nov. | " | 1873 | 37 1/2 | 2d Mortgage..... | 3,990,392 | 6 | Jan. and July. | " | '82-'97 | 46 |
| 4th Mort. " " " " " " " " | 700,000 | 8 | March & Sept. | " | 1880 | 15 | Improvement bonds..... | 280,000 | 6 | May and Nov. | " | 1830 | .... |
| Funded Coupons (do.) | 722,664 | .... | " | " | .... | .... | Boat and Car Loan..... | 756,660 | 6 | " | " | 1913 | .... |
| 1st Mort. (Lynch's & Danville) | 521,000 | .... | " | " | .... | .... | Boat and Car Loan..... | 621,000 | 7 | " | " | 1915 | 61 |
| Virginia State Loan..... | 249,962 | 7 | Jan. and July. | " | '92-'93 | .... | Coupon Bonds..... | 1,200,000 | 6 | Jan. and July. | " | 1895 | 67 |
| Washington and Ohio: | | | | | | | Susquehanna and Tide Water: | | | | | | |
| 1st Mort. (Alex., Lou. & Ham.) | 47,000 | 7 | May and Nov. | New York. | 1898 | .... | 2d Mortgage (Maryland Loan)... | 1,000,000 | 6 | Jan. and July. | Phila. & Balt. | 1885 | .... |
| 1st Mortgage for \$9,000,000..... | 255,560 | 7 | Apr. and Oct. | " | 1901 | 35 | 3d Mortgage (Susqueh. Canal) | 1,811,000 | 6 | " | " | 1878 | 20 |
| Westchester and Philadelphia: | | | | | | | Prof. Int. B'ds (") | 824,310 | 6 | " | " | 1894 | .... |
| General Mortgage, tax free..... | 1,100,000 | 7 | Apr. and Oct. | Philadelphia. | 1891 | 113 1/2 | Union: | | | | | | |
| Western North Carolina: | | | | | | | 1st Mortgage..... | 3,000,000 | 6 | May and Nov. | Philadelphia. | 1883 | .... |
| 1st Mortgage..... | 825,000 | 8 | Jan. and July. | " | 1890 | .... | West Branch & Susque. (Penn.): | | | | | | |
| Western of Alabama: | | | | | | | 1st Mortgage..... | 450,000 | 6 | Jan. and July. | Philadelphia. | 1911 | .... |
| 1st Mortgage (Western R.R.)... | 600,000 | 8 | Apr. and Oct. | New York. | 1888 | .... | 2d Mortgage..... | 200,000 | 6 | " | " | 1878 | .... |
| 1st Mortgage (M. & W. Point R.R.) | 750,000 | 8 | " | " | 1881 | .... |  |  |  |  |  |  |  |
| 2d Mortgage (consols guar.)... | 1,158,000 | 8 | " | " | 1900 | .... |  |  |  |  |  |  |  |
| Income Mortgage..... | 602,900 | 8 | Various. | " | Var. | .... |  |  |  |  |  |  |  |
| Western Union Telegraph: | | | | | | | | | | | | | |
| 1st Mortgage..... | 1,375,000 | 7 | May and Nov. | New York. | 1876 | .... |  |  |  |  |  |  |  |
| Real Estate Bonds, Sink. Fund. | 1,375,000 | 7 | " | " | 1902 | .... |  |  |  |  |  |  |  |
| Bonds (S. F.) Conv. till May '85 | 3,920,000 | 7 | " | " | 1900 | 110 | | | | | | | |
| Sinking Bonds, Sinking Fund.. | 981,234 | 6 | March & Sept. | London. | 1900 | .... |  |  |  |  |  |  |  |

RAILROAD SHARE LIST, including Mileage, Rolling Stock, Debts, Income, Dividends, &c., &c.

Land Grant Railroads are printed in "Raica." State-aid Railroads are distinguished by a "1."

[illegible]

[illegible]

RAILROAD SHARE LIST, including Mileage, Rolling Stock, Debts, Income, Dividends, &c., &c.

the word "rolling stock" occurring in the column headed "Rolling Stock" signifies that the cost thereof is included in that headed "Railroad." A dash (—) across the column signifies "nil," and running dots (....) signify "not ascertained."

Land Grant Railroads are printed in "Italics." State-aid Railroads are distinguished by a "1."

[illegible]

[illegible]

3; *value* (b) (3) occurring in the column headed "Rolling Stock" signifies that the cost thereof is included, in that headed "Railroad." A dash (—) across the column signifies "nil," and running dots (....) signify "not ascertainable." Lead Grant Railroads are printed in *italics*. State-aid Railroads are distinguished by a "1."

| Abstract of General Balance Sheet. | | | | | | | | | | Value of Shares. | | | | | | | | | | | | | | | | | | | | | |
|------------------------------------|------|----------------|------|-----------------------|-----|-----------------------|-----|-------------|-------------------------------|------------------|-----------|-----------|---|-----------------|----|--------------------|---------|---------------|----|------------|-----------|----------|---|--------|----|-----------|---------|------------|----|---------|--|
| Property and Assets. | | | | Liabilities. | | | | Operations. | | Earnings. | | | | | | | | | | | | | | | | | | | | | |
| Railroad. | | Rolling Stock. | | Assets. | | Accounts and Cash. | | Stocks. | | Bonds. | | Accounts. | | Surplus Income. | | Railroad Operated. | | Trains Moved. | | Passenger. | | Freight. | | Gross. | | Net. | | Dividends. | | Market. | |
| Main Line. | | Branch Line. | | 2d Track and Sidings. | | Railroad in progress. | | Engines. | | Cars. | | Freight. | | R. M. E. | | P. M. E. | | M. | | M. | | Number. | | Tons. | | Gross. | | Net. | | Per. | |
| 31 | 1876 | 85.6 | 32.6 | 77.1 | 67 | 89 | 24 | 1,778 | North Pennsylvania..... | Pa. | 1,078,866 | 788,519 | 6 | 60 | 74 | 1,078,866 | 788,519 | 6 | 60 | 74 | 1,078,866 | 788,519 | 6 | 60 | 74 | 1,078,866 | 788,519 | 6 | 60 | 74 | |
| 31 | 1876 | 188.0 | 13.0 | 144.0 | 102 | 69 | 420 | 160 | Northern Central..... | Md. & Pa. | 1,078,866 | 788,519 | 6 | 60 | 74 | 1,078,866 | 788,519 | 6 | 60 | 74 | 1,078,866 | 788,519 | 6 | 60 | 74 | 1,078,866 | 788,519 | 6 | 60 | 74 | |
| 31 | 1876 | 188.0 | 13.0 | 144.0 | 102 | 69 | 420 | 160 | Northern New Hampshire..... | N.H. | 1,078,866 | 788,519 | 6 | 60 | 74 | 1,078,866 | 788,519 | 6 | 60 | 74 | 1,078,866 | 788,519 | 6 | 60 | 74 | 1,078,866 | 788,519 | 6 | 60 | 74 | |
| 31 | 1876 | 188.0 | 13.0 | 144.0 | 102 | 69 | 420 | 160 | Northern Pacific..... | Wash. & N.H. | 1,078,866 | 788,519 | 6 | 60 | 74 | 1,078,866 | 788,519 | 6 | 60 | 74 | 1,078,866 | 788,519 | 6 | 60 | 74 | 1,078,866 | 788,519 | 6 | 60 | 74 | |
| 31 | 1876 | 188.0 | 13.0 | 144.0 | 102 | 69 | 420 | 160 | Norfolk & Western..... | N.Y. & N.E. | 1,078,866 | 788,519 | 6 | 60 | 74 | 1,078,866 | 788,519 | 6 | 60 | 74 | 1,078,866 | 788,519 | 6 | 60 | 74 | 1,078,866 | 788,519 | 6 | 60 | 74 | |
| 31 | 1876 | 188.0 | 13.0 | 144.0 | 102 | 69 | 420 | 160 | Oregonian & L. Champlain..... | N.Y. | 1,078,866 | 788,519 | 6 | 60 | 74 | 1,078,866 | 788,519 | 6 | 60 | 74 | 1,078,866 | 788,519 | 6 | 60 | 74 | 1,078,866 | 788,519 | 6 | 60 | 74 | |
| 31 | 1876 | 188.0 | 13.0 | 144.0 | 102 | 69 | 420 | 160 | Oregonian & L. Champlain..... | N.Y. | 1,078,866 | 788,519 | 6 | 60 | 74 | 1,078,866 | 788,519 | 6 | 60 | 74 | 1,078,866 | 788,519 | 6 | 60 | 74 | 1,078,866 | 788,519 | 6 | 60 | 74 | |
| 31 | 1876 | 188.0 | 13.0 | 144.0 | 102 | 69 | 420 | 160 | Oregonian & L. Champlain..... | N.Y. | 1,078,866 | 788,519 | 6 | 60 | 74 | 1,078,866 | 788,519 | 6 | 60 | 74 | 1,078,866 | 788,519 | 6 | 60 | 74 | 1,078,866 | 788,519 | 6 | 60 | 74 | |
| 31 | 1876 | 188.0 | 13.0 | 144.0 | 102 | 69 | 420 | 160 | Oregonian & L. Champlain..... | N.Y. | 1,078,866 | 788,519 | 6 | 60 | 74 | 1,078,866 | 788,519 | 6 | 60 | 74 | 1,078,866 | 788,519 | 6 | 60 | 74 | 1,078,866 | 788,519 | 6 | 60 | 74 | |
| 31 | 1876 | 188.0 | 13.0 | 144.0 | 102 | 69 | 420 | 160 | Oregonian & L. Champlain..... | N.Y. | 1,078,866 | 788,519 | 6 | 60 | 74 | 1,078,866 | 788,519 | 6 | 60 | 74 | 1,078,866 | 788,519 | 6 | 60 | 74 | 1,078,866 | 788,519 | 6 | 60 | 74 | |
| 31 | 1876 | 188.0 | 13.0 | 144.0 | 102 | 69 | 420 | 160 | Oregonian & L. Champlain..... | N.Y. | 1,078,866 | 788,519 | 6 | 60 | 74 | 1,078,866 | 788,519 | 6 | 60 | 74 | 1,078,866 | 788,519 | 6 | 60 | 74 | 1,078,866 | 788,519 | 6 | 60 | 74 | |
| 31 | 1876 | 188.0 | 13.0 | 144.0 | 102 | 69 | 420 | 160 | Oregonian & L. Champlain..... | N.Y. | 1,078,866 | 788,519 | 6 | 60 | 74 | 1,078,866 | 788,519 | 6 | 60 | 74 | 1,078,866 | 788,519 | 6 | 60 | 74 | 1,078,866 | 788,519 | 6 | 60 | 74 | |
| 31 | 1876 | 188.0 | 13.0 | 144.0 | 102 | 69 | 420 | 160 | Oregonian & L. Champlain..... | N.Y. | 1,078,866 | 788,519 | 6 | 60 | 74 | 1,078,866 | 788,519 | 6 | 60 | 74 | 1,078,866 | 788,519 | 6 | 60 | 74 | 1,078,866 | 788,519 | 6 | 60 | 74 | |
| 31 | 1876 | 188.0 | 13.0 | 144.0 | 102 | 69 | 420 | 160 | Oregonian & L. Champlain..... | N.Y. | 1,078,866 | 788,519 | 6 | 60 | 74 | 1,078,866 | 788,519 | 6 | 60 | 74 | 1,078,866 | 788,519 | 6 | 60 | 74 | 1,078,866 | 788,519 | 6 | 60 | 74 | |
| 31 | 1876 | 188.0 | 13.0 | 144.0 | 102 | 69 | 420 | 160 | Oregonian & L. Champlain..... | N.Y. | 1,078,866 | 788,519 | 6 | 60 | 74 | 1,078,866 | 788,519 | 6 | 60 | 74 | 1,078,866 | 788,519 | 6 | 60 | 74 | 1,078,866 | 788,519 | 6 | 60 | 74 | |
| 31 | 1876 | 188.0 | 13.0 | 144.0 | 102 | 69 | 420 | 160 | Oregonian & L. Champlain..... | N.Y. | 1,078,866 | 788,519 | 6 | 60 | 74 | 1,078,866 | 788,519 | 6 | 60 | 74 | 1,078,866 | 788,519 | 6 | 60 | 74 | 1,078,866 | 788,519 | 6 | 60 | 74 | |
| 31 | 1876 | 188.0 | 13.0 | 144.0 | 102 | 69 | 420 | 160 | Oregonian & L. Champlain..... | N.Y. | 1,078,866 | 788,519 | 6 | 60 | 74 | 1,078,866 | 788,519 | 6 | 60 | 74 | 1,078,866 | 788,519 | 6 | 60 | 74 | 1,078,866 | 788,519 | 6 | 60 | 74 | |
| 31 | 1876 | 188.0 | 13.0 | 144.0 | 102 | 69 | 420 | 160 | Oregonian & L. Champlain..... | N.Y. | 1,078,866 | 788,519 | 6 | 60 | 74 | 1,078,866 | 788,519 | 6 | 60 | 74 | 1,078,866 | 788,519 | 6 | 60 | 74 | 1,078,866 | 788,519 | 6 | 60 | 74 | |
| 31 | 1876 | 188.0 | 13.0 | 144.0 | 102 | 69 | 420 | 160 | Oregonian & L. Champlain..... | N.Y. | 1,078,866 | 788,519 | 6 | 60 | 74 | 1,078,866 | 788,519 | 6 | 60 | 74 | 1,078,866 | 788,519 | 6 | 60 | 74 | 1,078,866 | 788,519 | 6 | 60 | 74 | |
| 31 | 1876 | 188.0 | 13.0 | 144.0 | 102 | 69 | 420 | 160 | Oregonian & L. Champlain..... | N.Y. | 1,078,866 | 788,519 | 6 | 60 | 74 | 1,078,866 | 788,519 | 6 | 60 | 74 | 1,078,866 | 788,519 | 6 | 60 | 74 | 1,078,866 | 788,519 | 6 | 60 | 74 | |
| 31 | 1876 | 188.0 | 13.0 | 144.0 | 102 | 69 | 420 | 160 | Oregonian & L. Champlain..... | N.Y. | 1,078,866 | 788,519 | 6 | 60 | 74 | 1,078,866 | 788,519 | 6 | 60 | 74 | 1,078,866 | 788,519 | 6 | 60 | 74 | 1,078,866 | 788,519 | 6 | 60 | 74 | |
| 31 | 1876 | 188.0 | 13.0 | 144.0 | 102 | 69 | 420 | 160 | Oregonian & L. Champlain..... | N.Y. | 1,078,866 | 788,519 | 6 | 60 | 74 | 1,078,866 | 788,519 | 6 | 60 | 74 | 1,078,866 | 788,519 | 6 | 60 | 74 | 1,078,866 | 788,519 | 6 | 60 | 74 | |
| 31 | 1876 | 188.0 | 13.0 | 144.0 | 102 | 69 | 420 | 160 | Oregonian & L. Champlain..... | N.Y. | 1,078,866 | 788,519 | 6 | 60 | 74 | 1,078,866 | 788,519 | 6 | 60 | 74 | 1,078,866 | 788,519 | 6 | 60 | 74 | 1,078,866 | 788,519 | 6 | 60 | 74 | |
| 31 | 1876 | 188.0 | 13.0 | 144.0 | 102 | 69 | 420 | 160 | Oregonian & L. Champlain..... | N.Y. | 1,078,866 | 788,519 | 6 | 60 | 74 | 1,078,866 | 788,519 | 6 | 60 | 74 | 1,078,866 | 788,519 | 6 | 60 | 74 | 1,078,866 | 788,519 | 6 | 60 | 74 | |
| 31 | 1876 | 188.0 | 13.0 | 144.0 | 102 | 69 | 420 | 160 | Oregonian & L. Champlain..... | N.Y. | 1,078,866 | 788,519 | 6 | 60 | 74 | 1,078,866 | 788,519 | 6 | 60 | 74 | 1,078,866 | 788,519 | 6 | 60 | 74 | 1,078,866 | 788,519 | 6 | 60 | 74 | |
| 31 | 1876 | 188.0 | 13.0 | 144.0 | 102 | 69 | 420 | 160 | Oregonian & L. Champlain..... | N.Y. | 1,078,866 | 788,519 | 6 | 60 | 74 | 1,078,866 | 788,519 | 6 | 60 | 74 | 1,078,866 | 788,519 | 6 | 60 | 74 | 1,078,866 | 788,519 | 6 | 60 | 74 | |
| 31 | 1876 | 188.0 | 13.0 | 144.0 | 102 | 69 | 420 | 160 | Oregonian & L. Champlain..... | N.Y. | 1,078,866 | 788,519 | 6 | 60 | 74 | 1,078,866 | 788,519 | 6 | 60 | 74 | 1,078,866 | 788,519 | 6 | 60 | 74 | 1,078,866 | 788,519 | 6 | 60 | 74 | |
| 31 | 1876 | 188.0 | 13.0 | 144.0 | 102 | 69 | 420 | 160 | Oregonian & L. Champlain..... | N.Y. | 1,078,866 | 788,519 | 6 | 60 | 74 | 1,078,866 | 788,519 | 6 | 60 | 74 | 1,078,866 | 788,519 | 6 | 60 | 74 | 1,078,866 | 788,519 | 6 | 60 | 74 | |
| 31 | 1876 | 188.0 | 13.0 | 144.0 | 102 | 69 | 420 | 160 | Oregonian & L. Champlain..... | N.Y. | 1,078,866 | 788,519 | 6 | 60 | 74 | 1,078,866 | 788,519 | 6 | 60 | 74 | 1,078,866 | 788,519 | 6 | 60 | 74 | 1,078,866 | 788,519 | 6 | 60 | 74 | |
| 31 | 1876 | 188.0 | 13.0 | 144.0 | 102 | 69 | 420 | 160 | Oregonian & L. Champlain..... | N.Y. | 1,078,866 | 788,519 | 6 | 60 | 74 | 1,078,866 | 788,519 | 6 | 60 | 74 | 1,078,866 | 788,519 | 6 | 60 | 74 | 1,078,866 | 788,519 | 6 | 60 | 74 | |
| 31 | 1876 | 188.0 | 13.0 | 144.0 | 102 | 69 | 420 | 160 | Oregonian & L. Champlain..... | N.Y. | 1,078,866 | 788,519 | 6 | 60 | 74 | 1,078,866 | 788,519 | 6 | 60 | 74 | 1,078,866 | 788,519 | 6 | 60 | 74 | 1,078,866 | 788,519 | 6 | 60 | 74 | |
| 31 | 1876 | 188.0 | 13.0 | 144.0 | 102 | 69 | 420 | 160 | Oregonian & L. Champlain..... | N.Y. | 1,078,866 | 788,519 | 6 | 60 | 74 | 1,078,866 | 788,519 | 6 | 60 | 74 | 1,078,866 | 788,519 | 6 | 60 | 74 | 1,078,866 | 788,519 | 6 | 60 | 74 | |
| 31 | 1876 | 188.0 | 13.0 | 144.0 | 102 | 69 | 420 | 160 | Oregonian & L. Champlain..... | N.Y. | 1,078,866 | 788,519 | 6 | 60 | 74 | 1,078,866 | 788,519 | 6 | 60 | 74 | 1,078,866 | 788,519 | 6 | 60 | 74 | 1,078,866 | 788,519 | 6 | 60 | 74 | |
| 31 | 1876 | 188.0 | 13.0 | 144.0 | 102 | 69 | 420 | 160 | Oregonian & L. Champlain..... | N.Y. | 1,078,866 | 788,519 | 6 | 60 | 74 | 1,078,866 | 788,519 | 6 | 60 | 74 | 1,078,866 | 788,519 | 6 | 60 | 74 | 1,078,866 | 788,519 | 6 | 60 | 74 | |
| 31 | 1876 | 188.0 | 13.0 | 144.0 | 102 | 69 | 420 | 160 | Oregonian & L. Champlain..... | N.Y. | 1,078,866 | 788,519 | 6 | 60 | 74 | 1,078,866 | 788,519 | 6 | 60 | 74 | 1,078,866 | 788,519 | 6 | 60 | 74 | 1,078,866 | 788,519 | 6 | 60 | 74 | |
| 31 | 1876 | 188.0 | 13.0 | 144.0 | 102 | 69 | 420 | 160 | Oregonian & L. Champlain..... | N.Y. | 1,078,866 | 788,519 | 6 | 60 | 74 | 1,078,866 | 788,519 | 6 | 60 | 74 | 1,078,866 | 788,519 | 6 | 60 | 74 | 1,078,866 | 788,519 | 6 | 60 | 74 | |
| 31 | 1876 | 188.0 | 13.0 | 144.0 | 102 | 69 | 420 | 160 | Oregonian & L. Champlain..... | N.Y. | 1,078,866 | 788,519 | 6 | 60 | 74 | 1,078,866 | 788,519 | 6 | 60 | 74 | 1,078,866 | 788,519 | 6 | 60 | 74 | 1,078,866 | 788,519 | 6 | 60 | 74 | |
| 31 | 1876 | 188.0 | 13.0 | 144.0 | 102 | 69 | 420 | 160 | Oregonian & L. Champlain..... | N.Y. | 1,078,866 | 788,519 | 6 | 60 | 74 | 1,078,866 | 788,519 | 6 | 60 | 74 | 1,078,866 | 788,519 | 6 | 60 | 74 | 1,078,866 | 788,519 | 6 | 60 | 74 | |
| 31 | 1876 | 188.0 | 13.0 | 144.0 | 102 | 69 | 420 | 160 | Oregonian & L. Champlain..... | N.Y. | 1,078,866 | 788,519 | 6 | 60 | 74 | 1,078,866 | 788,519 | 6 | 60 | 74 | 1,078,866 | 788,519 | 6 | 60 | 74 | 1,078,866 | 788,519 | 6 | 60 | 74 | |
| 31 | 1876 | 188.0 | 13.0 | 144.0 | 102 | 69 | 420 | 160 | Oregonian & L. Champlain..... | N.Y. | 1,078,866 | 788,519 | 6 | 60 | 74 | 1,078,866 | 788,519 | 6 | 60 | 74 | 1,078,866 | 788,519 | 6 | 60 | 74 | 1,078,866 | 788,519 | 6 | 60 | 74 | |
| 31 | 1876 | 188.0 | 13.0 | 144.0 | 102 | 69 | 420 | 160 | Oregonian & L. Champlain..... | N.Y. | 1,078,866 | 788,519 | 6 | 60 | 74 | 1,078,866 | 788,519 | 6 | 60 | 74 | 1,078,866 | 788,519 | 6 | 60 | 74 | 1,078,866 | 788,519 | 6 | 60 | 74 | |
| 31 | 1876 | 188.0 | 13.0 | 144.0 | 102 | 69 | 420 | 160 | Oregonian & L. Champlain..... | N.Y. | 1,078,866 | 788,519 | 6 | 60 | 74 | 1,078,866 | 788,519 | 6 | 60 | 74 | 1,078,866 | 788,519 | 6 | 60 | 74 | 1,078,866 | 788,519 | 6 | 60 | 74 | |
| 31 | 18 | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |

| 1876 | 1877 | 1878 | 1879 | 1880 | 1881 | 1882 | 1883 | 1884 | 1885 | 1886 | 1887 | 1888 | 1889 | 1890 | 1891 | 1892 | 1893 | 1894 | 1895 | 1896 | 1897 | 1898 | 1899 | 1900 | 1901 | 1902 | 1903 | 1904 | 1905 | 1906 | 1907 | 1908 | 1909 | 1910 | 1911 | 1912 | 1913 | 1914 | 1915 | 1916 | 1917 | 1918 | 1919 | 1920 | 1921 | 1922 | 1923 | 1924 | 1925 | 1926 | 1927 | 1928 | 1929 | 1930 | 1931 | 1932 | 1933 | 1934 | 1935 | 1936 | 1937 | 1938 | 1939 | 1940 | 1941 | 1942 | 1943 | 1944 | 1945 | 1946 | 1947 | 1948 | 1949 | 1950 | 1951 | 1952 | 1953 | 1954 | 1955 | 1956 | 1957 | 1958 | 1959 | 1960 | 1961 | 1962 | 1963 | 1964 | 1965 | 1966 | 1967 | 1968 | 1969 | 1970 | 1971 | 1972 | 1973 | 1974 | 1975 | 1976 | 1977 | 1978 | 1979 | 1980 | 1981 | 1982 | 1983 | 1984 | 1985 | 1986 | 1987 | 1988 | 1989 | 1990 | 1991 | 1992 | 1993 | 1994 | 1995 | 1996 | 1997 | 1998 | 1999 | 2000 | 2001 | 2002 | 2003 | 2004 | 2005 | 2006 | 2007 | 2008 | 2009 | 2010 | 2011 | 2012 | 2013 | 2014 | 2015 | 2016 | 2017 | 2018 | 2019 | 2020 | 2021 | 2022 | 2023 | 2024 | 2025 | 2026 | 2027 | 2028 | 2029 | 2030 | 2031 | 2032 | 2033 | 2034 | 2035 | 2036 | 2037 | 2038 | 2039 | 2040 | 2041 | 2042 | 2043 | 2044 | 2045 | 2046 | 2047 | 2048 | 2049 | 2050 | 2051 | 2052 | 2053 | 2054 | 2055 | 2056 | 2057 | 2058 | 2059 | 2060 | 2061 | 2062 | 2063 | 2064 | 2065 | 2066 | 2067 | 2068 | 2069 | 2070 | 2071 | 2072 | 2073 | 2074 | 2075 | 2076 | 2077 | 2078 | 2079 | 2080 | 2081 | 2082 | 2083 | 2084 | 2085 | 2086 | 2087 | 2088 | 2089 | 2090 | 2091 | 2092 | 2093 | 2094 | 2095 | 2096 | 2097 | 2098 | 2099 | 2100 | 2101 | 2102 | 2103 | 2104 | 2105 | 2106 | 2107 | 2108 | 2109 | 2110 | 2111 | 2112 | 2113 | 2114 | 2115 | 2116 | 2117 | 2118 | 2119 | 2120 | 2121 | 2122 | 2123 | 2124 | 2125 | 2126 | 2127 | 2128 | 2129 | 2130 | 2131 | 2132 | 2133 | 2134 | 2135 | 2136 | 2137 | 2138 | 2139 | 2140 | 2141 | 2142 | 2143 | 2144 | 2145 | 2146 | 2147 | 2148 | 2149 | 2150 | 2151 | 2152 | 2153 | 2154 | 2155 | 2156 | 2157 | 2158 | 2159 | 2160 | 2161 | 2162 | 2163 | 2164 | 2165 | 2166 | 2167 | 2168 | 2169 | 2170 | 2171 | 2172 | 2173 | 2174 | 2175 | 2176 | 2177 | 2178 | 2179 | 2180 | 2181 | 2182 | 2183 | 2184 | 2185 | 2186 | 2187 | 2188 | 2189 | 2190 | 2191 | 2192 | 2193 | 2194 | 2195 | 2196 | 2197 | 2198 | 2199 | 2200 | 2201 | 2202 | 2203 | 2204 | 2205 | 2206 | 2207 | 2208 | 2209 | 2210 | 2211 | 2212 | 2213 | 2214 | 2215 | 2216 | 2217 | 2218 | 2219 | 2220 | 2221 | 2222 | 2223 | 2224 | 2225 | 2226 | 2227 | 2228 | 2229 | 2230 | 2231 | 2232 | 2233 | 2234 | 2235 | 2236 | 2237 | 2238 | 2239 | 2240 | 2241 | 2242 | 2243 | 2244 | 2245 | 2246 | 2247 | 2248 | 2249 | 2250 | 2251 | 2252 | 2253 | 2254 | 2255 | 2256 | 2257 | 2258 | 2259 | 2260 | 2261 | 2262 | 2263 | 2264 | 2265 | 2266 | 2267 | 2268 | 2269 | 2270 | 2271 | 2272 | 2273 | 2274 | 2275 | 2276 | 2277 | 2278 | 2279 | 2280 | 2281 | 2282 | 2283 | 2284 | 2285 | 2286 | 2287 | 2288 | 2289 | 2290 | 2291 | 2292 | 2293 | 2294 | 2295 | 2296 | 2297 | 2298 | 2299 | 2300 | 2301 | 2302 | 2303 | 2304 | 2305 | 2306 | 2307 | 2308 | 2309 | 2310 | 2311 | 2312 | 2313 | 2314 | 2315 | 2316 | 2317 | 2318 | 2319 | 2320 | 2321 | 2322 | 2323 | 2324 | 2325 | 2326 | 2327 | 2328 | 2329 | 2330 | 2331 | 2332 | 2333 | 2334 | 2335 | 2336 | 2337 | 2338 | 2339 | 2340 | 2341 | 2342 | 2343 | 2344 | 2345 | 2346 | 2347 | 2348 | 2349 | 2350 | 2351 | 2352 | 2353 | 2354 | 2355 | 2356 | 2357 | 2358 | 2359 | 2360 | 2361 | 2362 | 2363 | 2364 | 2365 | 2366 | 2367 | 2368 | 2369 | 2370 | 2371 | 2372 | 2373 | 2374 | 2375 | 2376 | 2377 | 2378 | 2379 | 2380 | 2381 | 2382 | 2383 | 2384 | 2385 | 2386 | 2387 | 2388 | 2389 | 2390 | 2391 | 2392 | 2393 | 2394 | 2395 | 2396 | 2397 | 2398 | 2399 | 2400 | 2401 | 2402 | 2403 | 2404 | 2405 | 2406 | 2407 | 2408 | 2409 | 2410 | 2411 | 2412 | 2413 | 2414 | 2415 | 2416 | 2417 | 2418 | 2419 | 2420 | 2421 | 2422 | 2423 | 2424 | 2425 | 2426 | 2427 | 2428 | 2429 | 2430 | 2431 | 2432 | 2433 | 2434 | 2435 | 2436 | 2437 | 2438 | 2439 | 2440 | 2441 | 2442 | 2443 | 2444 | 2445 | 2446 | 2447 | 2448 | 2449 | 2450 | 2451 | 2452 | 2453 | 2454 | 2455 | 2456 | 2457 | 2458 | 2459 | 2460 | 2461 | 2462 | 2463 | 2464 | 2465 | 2466 | 2467 | 2468 | 2469 | 2470 | 2471 | 2472 | 2473 | 2474 | 2475 | 2476 | 2477 | 2478 | 2479 | 2480 | 2481 | 2482 | 2483 | 2484 | 2485 | 2486 | 2487 | 2488 | 2489 | 2490 | 2491 | 2492 | 2493 | 2494 | 2495 | 2496 | 2497 | 2498 | 2499 | 2500 |
|------|------|------|------|------|------|------|------|------|------|------|------|------|------|------|------|------|------|------|------|------|------|------|------|------|------|------|------|------|------|------|------|------|------|------|------|------|------|------|------|------|------|------|------|------|------|------|------|------|------|------|------|------|------|------|------|------|------|------|------|------|------|------|------|------|------|------|------|------|------|------|------|------|------|------|------|------|------|------|------|------|------|------|------|------|------|------|------|------|------|------|------|------|------|------|------|------|------|------|------|------|------|------|------|------|------|------|------|------|------|------|------|------|------|------|------|------|------|------|------|------|------|------|------|------|------|------|------|------|------|------|------|------|------|------|------|------|------|------|------|------|------|------|------|------|------|------|------|------|------|------|------|------|------|------|------|------|------|------|------|------|------|------|------|------|------|------|------|------|------|------|------|------|------|------|------|------|------|------|------|------|------|------|------|------|------|------|------|------|------|------|------|------|------|------|------|------|------|------|------|------|------|------|------|------|------|------|------|------|------|------|------|------|------|------|------|------|------|------|------|------|------|------|------|------|------|------|------|------|------|------|------|------|------|------|------|------|------|------|------|------|------|------|------|------|------|------|------|------|------|------|------|------|------|------|------|------|------|------|------|------|------|------|------|------|------|------|------|------|------|------|------|------|------|------|------|------|------|------|------|------|------|------|------|------|------|------|------|------|------|------|------|------|------|------|------|------|------|------|------|------|------|------|------|------|------|------|------|------|------|------|------|------|------|------|------|------|------|------|------|------|------|------|------|------|------|------|------|------|------|------|------|------|------|------|------|------|------|------|------|------|------|------|------|------|------|------|------|------|------|------|------|------|------|------|------|------|------|------|------|------|------|------|------|------|------|------|------|------|------|------|------|------|------|------|------|------|------|------|------|------|------|------|------|------|------|------|------|------|------|------|------|------|------|------|------|------|------|------|------|------|------|------|------|------|------|------|------|------|------|------|------|------|------|------|------|------|------|------|------|------|------|------|------|------|------|------|------|------|------|------|------|------|------|------|------|------|------|------|------|------|------|------|------|------|------|------|------|------|------|------|------|------|------|------|------|------|------|------|------|------|------|------|------|------|------|------|------|------|------|------|------|------|------|------|------|------|------|------|------|------|------|------|------|------|------|------|------|------|------|------|------|------|------|------|------|------|------|------|------|------|------|------|------|------|------|------|------|------|------|------|------|------|------|------|------|------|------|------|------|------|------|------|------|------|------|------|------|------|------|------|------|------|------|------|------|------|------|------|------|------|------|------|------|------|------|------|------|------|------|------|------|------|------|------|------|------|------|------|------|------|------|------|------|------|------|------|------|------|------|------|------|------|------|------|------|------|------|------|------|------|------|------|------|------|------|------|------|------|------|------|------|------|------|------|------|------|------|------|------|------|------|------|------|------|------|------|------|------|------|------|------|------|------|------|------|------|------|------|------|------|------|------|------|------|
|------|------|------|------|------|------|------|------|------|------|------|------|------|------|------|------|------|------|------|------|------|------|------|------|------|------|------|------|------|------|------|------|------|------|------|------|------|------|------|------|------|------|------|------|------|------|------|------|------|------|------|------|------|------|------|------|------|------|------|------|------|------|------|------|------|------|------|------|------|------|------|------|------|------|------|------|------|------|------|------|------|------|------|------|------|------|------|------|------|------|------|------|------|------|------|------|------|------|------|------|------|------|------|------|------|------|------|------|------|------|------|------|------|------|------|------|------|------|------|------|------|------|------|------|------|------|------|------|------|------|------|------|------|------|------|------|------|------|------|------|------|------|------|------|------|------|------|------|------|------|------|------|------|------|------|------|------|------|------|------|------|------|------|------|------|------|------|------|------|------|------|------|------|------|------|------|------|------|------|------|------|------|------|------|------|------|------|------|------|------|------|------|------|------|------|------|------|------|------|------|------|------|------|------|------|------|------|------|------|------|------|------|------|------|------|------|------|------|------|------|------|------|------|------|------|------|------|------|------|------|------|------|------|------|------|------|------|------|------|------|------|------|------|------|------|------|------|------|------|------|------|------|------|------|------|------|------|------|------|------|------|------|------|------|------|------|------|------|------|------|------|------|------|------|------|------|------|------|------|------|------|------|------|------|------|------|------|------|------|------|------|------|------|------|------|------|------|------|------|------|------|------|------|------|------|------|------|------|------|------|------|------|------|------|------|------|------|------|------|------|------|------|------|------|------|------|------|------|------|------|------|------|------|------|------|------|------|------|------|------|------|------|------|------|------|------|------|------|------|------|------|------|------|------|------|------|------|------|------|------|------|------|------|------|------|------|------|------|------|------|------|------|------|------|------|------|------|------|------|------|------|------|------|------|------|------|------|------|------|------|------|------|------|------|------|------|------|------|------|------|------|------|------|------|------|------|------|------|------|------|------|------|------|------|------|------|------|------|------|------|------|------|------|------|------|------|------|------|------|------|------|------|------|------|------|------|------|------|------|------|------|------|------|------|------|------|------|------|------|------|------|------|------|------|------|------|------|------|------|------|------|------|------|------|------|------|------|------|------|------|------|------|------|------|------|------|------|------|------|------|------|------|------|------|------|------|------|------|------|------|------|------|------|------|------|------|------|------|------|------|------|------|------|------|------|------|------|------|------|------|------|------|------|------|------|------|------|------|------|------|------|------|------|------|------|------|------|------|------|------|------|------|------|------|------|------|------|------|------|------|------|------|------|------|------|------|------|------|------|------|------|------|------|------|------|------|------|------|------|------|------|------|------|------|------|------|------|------|------|------|------|------|------|------|------|------|------|------|------|------|------|------|------|------|------|------|------|------|------|------|------|------|------|------|------|------|------|------|------|------|------|------|------|------|------|------|------|------|------|------|------|------|------|------|------|------|------|------|------|------|------|------|------|------|------|

Pennsylvania Railroad.

The following statement of the business of all lines of the Pennsylvania Railroad Co. east of Pittsburg and Erie, for November, 1878, as compared with 1877, shows

A decrease in gross earnings of.....\$63,356
An increase in expenses of.....12,478

A decrease in net earnings of.....\$75,884

The eleven months of 1878, as compared with same period in 1877, show

An increase in gross earnings of.....\$755,685
A decrease in expenses of.....591,047

An increase in net earnings of.....\$1,346,732

All lines west of Pittsburg and Erie for the 11 months of 1878 show a surplus over all liabilities of \$47,809, being a gain over the same period in 1877 of \$235,348.

Pittsburg, Cincinnati & St. Louis Railway.

The following is an approximate statement of results in the operations of the Pittsburg, Cincinnati and St. Louis Railway Company for the eleven months ending November 30, 1878:

Gross earnings (including interest received on equipment hired), January 1 to December 1, 1878.....\$2,905,333

Expenses (including interest on car trust cars and rent of Monongahela extension) for same period.....1,876,666

Net earnings.....\$1,028,666

The interest on the bonds for these eleven months is:

\$3,000,000 Steubenville and Indiana Railroad 6 per cent.....\$165,000

\$775,000 Steubenville and Indiana Railroad 7 per cent.....49,729

\$6,222,000 Pittsburg, Cincinnati and St. Louis Railway 7 per cent.....399,245

618,974

Surplus.....\$414,692

During November the gross earnings of the railway were \$289,298, the expenses \$196,343, and, after paying interest, the net surplus from the month's operations was \$37,139.

New York, Lake Erie and Western R. R.

The following is the report of the Erie Railway, from June 1 to September 30, 1878, after it had been reorganized under the name of the New York, Lake Erie and Western Railroad:

STOCKS AND DEBTS.

Capital stock by charter.....\$86,536,900 00
Floating debt (loans).....400,000 00

With regard to the amounts of stock subscribed and paid in, a note in the report says adjustments are now being made by the company, pursuant to its articles of incorporation.

The company acquired the road and franchise of the Erie Railway Company subject to the mortgages existing thereon, which are assumed by the company as part of its funded debt. Pursuant to its articles of incorporation the company proposes to create a funded debt, but is unable yet to state the amount and details thereof accurately.

COST OF ROAD AND EQUIPMENT.

| | |
|--|------------|
| Graduation and masonry..... | \$4,449 87 |
| Bridges..... | 2,289 08 |
| Superstructure..... | 24,177 87 |
| Station buildings..... | 324 89 |
| Engine houses, machine shops..... | 378 15 |
| Land (damages) and fences..... | 157 50 |
| Incidentals..... | 95 00 |
| Third rail (east of Waverly) general fund..... | 336,876 70 |
| Third rail special fund..... | 205,624 70 |

Until the amount of stock and bonds of this company, which are to be issued in exchange for the stock and bonds of the Erie Railway Company, is ascertained and adjusted, the total cost to this company of its road and equipment cannot be stated.

Expenses:

| | |
|---|--------------|
| Maintaining road or real estate..... | \$722,790 48 |
| Expenses of repairs of machinery.. | 530,689 91 |
| Office expenses..... | 66,834 13 |
| Telegraph operators..... | 34,302 90 |
| Agents and clerks..... | 246,391 25 |
| Labor..... | 258,390 09 |
| Porters, watchmen, etc..... | 98,570 50 |
| Station attendance..... | 19,105 14 |
| Conductors and brakemen..... | 377,707 60 |
| Enginemen and firemen..... | 296,947 93 |
| Fuel..... | 283,703 06 |
| Oil and waste, engines..... | 22,307 48 |
| Oil and waste, freight cars..... | 18,845 25 |
| Oil and waste, passenger cars..... | 6,188 53 |
| Loss and damage of goods and baggage..... | 2,524 48 |
| Damage for injuries to persons..... | 656 15 |
| Damage to property..... | 478 00 |
| General office expenses..... | 24,978 47 |
| General superintendence..... | 26,763 84 |
| General office, clerks..... | 38,521 90 |
| Contingencies..... | 196,057 28 |

Total for maintenance and transportation for the four months.....\$3,272,748 77

Other expenses, (except for construction):

| | |
|---|--------------|
| Accrued interest on funded debt, (approximated)..... | \$743,403 76 |
| On Long Dock bonds..... | 70,000 00 |
| Boston, Hartford and Erie Railroad bonds..... | 44,333 84 |
| Loans and mortgages..... | 2,850 08 |
| Weehawken Dock mortgage..... | 21,484 41 |
| Gold premiums..... | 298 60 |
| Rental of leased lines..... | 241,047 75 |
| Other expenses — ferries, docks, horse lines, express, etc..... | 108,931 28 |

Total, (with maintenance and transportation).....\$4,505,097 99

Earnings:

| | |
|-----------------------------|----------------|
| Passengers..... | \$1,170,075 52 |
| Freight..... | 3,827,414 81 |
| Express..... | 104,266 27 |
| Mails..... | 54,486 10 |
| Rents..... | 5,778 36 |
| Ferries..... | 75,863 40 |
| Pavonia Horse Railroad..... | 7,200 83 |
| Baggage express..... | 21,966 96 |
| Freight depot receipts..... | 46 71 |
| Weehawken docks..... | 34,172 60 |
| Royalty on oil..... | 1,712 67 |
| Miscellaneous..... | 130,665 58 |

Total earnings for the four mos.....\$5,333,644 39
Total surplus fund.....828,546 40

Number of passengers (four mos).....1,816,085
Number of tons of freight.....2,021,662

At the annual meeting of the Boston and Maine Railroad Company, held at Lawrence, Mass., on the 11th inst., the 45th annual report of the directors was presented and adopted, and the following gentlemen elected directors for the ensuing year: Nathaniel G. White, Lawrence; Geo. C. Lord, Boston; Amos Paul, South Newmarket, N. H.; Nathaniel J. Bradlee, Boston; William S. Stevens, Dover, N. H.; Jas. R. Nichols, Haverhill; John F. Osgood, Boston; Samuel E. Spring, Portland, Me.; Nathaniel W. Farwell, Lewiston, Me.

The capital of the Dayton, Covington and Toledo Railroad Company has been increased from \$100,000 to \$200,000. Samuel B. Smith is President of the company.

Philadelphia Stock Exchange.

Closing Prices for the week ending Dec. 21.

| | W. 18. Th. 19. F. 20. Sat. 21. M. 22. Tu. 24. | | | | |
|--------------------------------|---|-----|-----|-----|-----|
| Allegheny Val. 7 3-10c..... | 112 | 112 | 112 | 112 | 112 |
| 7s, Income..... | 112 | 112 | 112 | 112 | 112 |
| Camden & Am. ds, 1883..... | 100 | 100 | 100 | 100 | 100 |
| ds, 1889..... | 100 | 100 | 100 | 100 | 100 |
| Mort. ds, 1889..... | 100 | 100 | 100 | 100 | 100 |
| Camden and Atlantic..... | 100 | 100 | 100 | 100 | 100 |
| Preferred..... | 100 | 100 | 100 | 100 | 100 |
| 1st mortgage..... | 100 | 100 | 100 | 100 | 100 |
| 2d mortgage..... | 100 | 100 | 100 | 100 | 100 |
| Catawissa..... | 100 | 100 | 100 | 100 | 100 |
| Preferred..... | 100 | 100 | 100 | 100 | 100 |
| New preferred..... | 28 | 28 | 28 | 28 | 28 |
| 7s, new..... | 100 | 100 | 100 | 100 | 100 |
| Del. & Bound Brook..... | 100 | 100 | 100 | 100 | 100 |
| 7s..... | 103 | 103 | 103 | 103 | 103 |
| Elmira & Williamsport..... | 100 | 100 | 100 | 100 | 100 |
| Preferred..... | 100 | 100 | 100 | 100 | 100 |
| 7s..... | 100 | 100 | 100 | 100 | 100 |
| Hunt. & B. Top Mt..... | 100 | 100 | 100 | 100 | 100 |
| Preferred..... | 100 | 100 | 100 | 100 | 100 |
| 2d mortgage..... | 100 | 100 | 100 | 100 | 100 |
| Lehigh Navigation..... | 14 | 14 | 14 | 14 | 14 |
| ds, 1884..... | 105 | 104 | 104 | 102 | 102 |
| Gold Loan..... | 91 | 91 | 91 | 91 | 91 |
| Railroad Loan..... | 100 | 100 | 100 | 100 | 100 |
| Conv. Gold Loan..... | 100 | 100 | 100 | 100 | 100 |
| Lehigh Valley..... | 34 | 34 | 34 | 34 | 34 |
| ds, new, coupon..... | 110 | 110 | 110 | 110 | 110 |
| ds, new, registered..... | 111 | 111 | 111 | 111 | 111 |
| 7s..... | 115 | 115 | 115 | 115 | 115 |
| Consol. mort. ds..... | 97 | 97 | 97 | 97 | 97 |
| Little Schuylkill..... | 42 | 42 | 42 | 42 | 42 |
| Minehill & Beh. Haven..... | 45 | 45 | 45 | 45 | 45 |
| North Pennsylvania..... | 100 | 100 | 100 | 100 | 100 |
| 1st mortgage ds..... | 100 | 100 | 100 | 100 | 100 |
| 2d mortgage ds..... | 114 | 114 | 114 | 114 | 114 |
| Gen'l mort. 7s, coup..... | 100 | 100 | 100 | 100 | 100 |
| Gen'l mort. 7s, reg..... | 100 | 100 | 100 | 100 | 100 |
| Northern Central..... | 100 | 100 | 100 | 100 | 100 |
| Pennsylvania R. R..... | 32 | 32 | 32 | 32 | 32 |
| 1st mortgage..... | 10 | 10 | 10 | 10 | 10 |
| Gen'l mortgage..... | 100 | 100 | 100 | 100 | 100 |
| Gen'l mort. reg..... | 100 | 100 | 100 | 100 | 100 |
| Consol. mort. ds..... | 100 | 100 | 100 | 100 | 100 |
| Penn. & N.Y. Canal 7s, 115 | 100 | 100 | 100 | 100 | 100 |
| Penn. State ds, 2d series..... | 110 | 110 | 110 | 110 | 110 |
| do, 3d series..... | 111 | 111 | 111 | 111 | 111 |
| do, 5s, new..... | 115 | 115 | 115 | 115 | 115 |
| Philadelphia City, 6s..... | 115 | 115 | 115 | 115 | 115 |
| ds, new..... | 115 | 115 | 115 | 115 | 115 |
| Phila. and Reading..... | 12 | 12 | 12 | 12 | 12 |
| Debenture bonds..... | 100 | 100 | 100 | 100 | 100 |
| 7s, of 1893..... | 100 | 100 | 100 | 100 | 100 |
| 7s, new convertible..... | 100 | 100 | 100 | 100 | 100 |
| Gen'l mortgage 7s..... | 97 | 97 | 97 | 97 | 97 |
| Gen'l mortgage, reg..... | 97 | 97 | 97 | 97 | 97 |
| Philadelphia and Erie..... | 100 | 100 | 100 | 100 | 100 |
| 1st mortgage, ds..... | 100 | 100 | 100 | 100 | 100 |
| 2d mortgage, 7s..... | 99 | 99 | 99 | 99 | 99 |
| Pittsb., Cin. & St. L. 7s..... | 99 | 99 | 99 | 99 | 99 |
| Pittsb., Titusv. & Bufl. 4 | 4 | 4 | 4 | 4 | 4 |
| 7s..... | 100 | 100 | 100 | 100 | 100 |
| Schuylkill Navigation..... | 2 | 2 | 2 | 2 | 2 |
| Preferred..... | 86 | 86 | 86 | 86 | 86 |
| ds, 1872..... | 100 | 100 | 100 | 100 | 100 |
| ds, 1882..... | 100 | 100 | 100 | 100 | 100 |
| ds, 1896..... | 100 | 100 | 100 | 100 | 100 |
| United Co. of N. Jersey 182 | 131 | 130 | 130 | 128 | 128 |
| Hestonville, (Horse) 10 | 10 | 10 | 10 | 10 | 10 |
| Chestnut & Wal. (do)..... | 64 | 64 | 64 | 64 | 64 |
| Germantown (do)..... | 49 | 49 | 49 | 49 | 49 |
| Green and Coates (do)..... | 51 | 51 | 51 | 51 | 51 |
| Lombard & 8th (do)..... | 78 | 78 | 78 | 78 | 78 |
| 2d and 3d streets (do)..... | 39 | 39 | 39 | 39 | 39 |
| Spruce and Pine (do)..... | 46 | 46 | 46 | 46 | 46 |
| 13th and 15th sts (do)..... | 46 | 46 | 46 | 46 | 46 |

Baltimore Stock Exchange.

Closing Prices for the week ending Dec. 24.

| | W. 18. Th. 19. F. 20. Sat. 21. M. 22. Tu. 24. | | | | |
|-----------------------------|---|-----|-----|-----|-----|
| Baltimore and Ohio..... | 91 | 88 | 88 | 88 | 88 |
| ds, 1880..... | 104 | 104 | 104 | 104 | 104 |
| ds, 1886..... | 105 | 105 | 105 | 105 | 105 |
| Central Ohio..... | 100 | 100 | 100 | 100 | 100 |
| 1st mortgage..... | 100 | 100 | 100 | 100 | 100 |
| Marietta & Cincinnati..... | 82 | 80 | 80 | 80 | 80 |
| 1st mortgage, 7s..... | 25 | 26 | 26 | 26 | 26 |
| 2d mortgage, 7s..... | 100 | 100 | 100 | 100 | 100 |
| 3d mortgage, 8s..... | 100 | 100 | 100 | 100 | 100 |
| Northern Central..... | 100 | 100 | 100 | 100 | 100 |
| 2d mortgage, ds 1885..... | 100 | 100 | 100 | 100 | 100 |
| 3d mortgage, ds, 1900..... | 100 | 100 | 100 | 100 | 100 |
| ds, 1900, Gold..... | 96 | 96 | 96 | 96 | 96 |
| Orange and Alex. 1st..... | 100 | 100 | 100 | 100 | 100 |
| 2d mortgage, ds..... | 100 | 100 | 100 | 100 | 100 |
| 3d mortgage, 8s..... | 100 | 100 | 100 | 100 | 100 |
| 4th mortgage, 8s..... | 100 | 100 | 100 | 100 | 100 |
| O., Alex. & Manassas 7s 47 | 100 | 100 | 100 | 100 | 100 |
| Pittsb. & Connellsv. 7s 104 | 100 | 100 | 100 | 100 | 100 |
| Virginia ds, Consol..... | 55 | 55 | 55 | 55 | 55 |
| Consol. Coupons..... | 81 | 81 | 81 | 81 | 81 |
| Deferred Certificates..... | 71 | 71 | 71 | 71 | 71 |
| Western Maryland..... | 100 | 100 | 100 | 100 | 100 |
| 1st M., end. by Balt..... | 100 | 100 | 100 | 100 | 100 |
| 2d M., do..... | 100 | 100 | 100 | 100 | 100 |
| 3d M., do..... | 100 | 100 | 100 | 100 | 100 |
| 1st M., unendorsed..... | 100 | 100 | 100 | 100 | 100 |
| 2d M., end. Wash. Co..... | 100 | 100 | 100 | 100 | 100 |
| 2d M., preferred..... | 69 | 69 | 69 | 69 | 69 |
| City Passenger R. R..... | 100 | 100 | 100 | 100 | 100 |

New York Stock Exchange.

Closing Prices for the week ending Dec. 25.

| | Th. 19 | F. 20 | Sat. 21 | M. 22 | Tu. 23 | W. 24 | Th. 25 |
|--------------------------------|--------|-------|---------|-------|--------|-------|--------|
| Adams Express..... | 100 | 100 | 100 | 100 | 100 | 100 | 100 |
| Albany and Susq..... | 100 | 100 | 100 | 100 | 100 | 100 | 100 |
| 1st mortgage..... | 100 | 100 | 100 | 100 | 100 | 100 | 100 |
| 2d mortgage..... | 100 | 100 | 100 | 100 | 100 | 100 | 100 |
| American Express..... | 46 | 46 | 46 | 46 | 46 | 46 | 46 |
| Am. Dock and Imp. 7s. 48 | 48 | 48 | 48 | 48 | 48 | 48 | 48 |
| Atlantic & Pacific Tel. 29 | 29 | 29 | 29 | 29 | 29 | 29 | 29 |
| Burl. O. R. & Nor..... | 29 | 29 | 29 | 29 | 29 | 29 | 29 |
| 1st mortgage 6s..... | 83 | 83 | 83 | 83 | 83 | 83 | 83 |
| Canada So. 1st guar..... | 75 | 75 | 75 | 75 | 75 | 75 | 75 |
| Central of N. Jersey..... | 20 | 20 | 20 | 20 | 20 | 20 | 20 |
| 1st mortgage 1890..... | 82 | 82 | 82 | 82 | 82 | 82 | 82 |
| 7s, consolidated..... | 115 | 115 | 115 | 115 | 115 | 115 | 115 |
| 7s, convertible..... | 108 | 108 | 108 | 108 | 108 | 108 | 108 |
| Central Pacific 6s, gold 188 | 108 | 108 | 108 | 108 | 108 | 108 | 108 |
| 1st M. (San Joaquin) 94 | 94 | 94 | 94 | 94 | 94 | 94 | 94 |
| 1st M. (Cal. and Or.) 98 | 98 | 98 | 98 | 98 | 98 | 98 | 98 |
| Land grant 6s..... | 90 | 90 | 90 | 90 | 90 | 90 | 90 |
| Chicago and Alton..... | 78 | 78 | 78 | 78 | 78 | 78 | 78 |
| Preferred..... | 100 | 100 | 100 | 100 | 100 | 100 | 100 |
| 1st mortgage..... | 100 | 100 | 100 | 100 | 100 | 100 | 100 |
| Sinking fund..... | 100 | 100 | 100 | 100 | 100 | 100 | 100 |
| Chic. Burl. & Quincy 108 | 108 | 108 | 108 | 108 | 108 | 108 | 108 |
| 7s Consol. 1903..... | 118 | 118 | 118 | 118 | 118 | 118 | 118 |
| 8s, 1888..... | 118 | 118 | 118 | 118 | 118 | 118 | 118 |
| Chic. & Milwaukee 1st..... | 84 | 84 | 84 | 84 | 84 | 84 | 84 |
| Chic. Mil. and St. Paul 34 | 34 | 34 | 34 | 34 | 34 | 34 | 34 |
| Preferred..... | 73 | 73 | 73 | 73 | 73 | 73 | 73 |
| 1st mortgage, 8s..... | 73 | 73 | 73 | 73 | 73 | 73 | 73 |
| 2d mortgage, 7 1/2-10s..... | 112 | 112 | 112 | 112 | 112 | 112 | 112 |
| 7s, gold..... | 108 | 108 | 108 | 108 | 108 | 108 | 108 |
| 1st M. (La Crosse div.)..... | 109 | 109 | 109 | 109 | 109 | 109 | 109 |
| 1st M. (I. and M. div.) 108 | 108 | 108 | 108 | 108 | 108 | 108 | 108 |
| 1st M. (I. and D. div.) 100 | 100 | 100 | 100 | 100 | 100 | 100 | 100 |
| 1st M. (H. & D. div.)..... | 100 | 100 | 100 | 100 | 100 | 100 | 100 |
| 1st M. (O. & M. div.)..... | 101 | 101 | 101 | 101 | 101 | 101 | 101 |
| Consolidated S. F. 100 | 100 | 100 | 100 | 100 | 100 | 100 | 100 |
| Chic. & Northwestern 47 | 47 | 47 | 47 | 47 | 47 | 47 | 47 |
| Preferred..... | 76 | 76 | 76 | 76 | 76 | 76 | 76 |
| 1st mortgage..... | 76 | 76 | 76 | 76 | 76 | 76 | 76 |
| Sinking fund..... | 76 | 76 | 76 | 76 | 76 | 76 | 76 |
| Consolidated 7s..... | 114 | 114 | 114 | 114 | 114 | 114 | 114 |
| Consol. Gold bonds. 102 | 102 | 102 | 102 | 102 | 102 | 102 | 102 |
| Do. reg..... | 101 | 101 | 101 | 101 | 101 | 101 | 101 |
| Chic. Rock Isl. & Pac. 120 | 119 | 119 | 119 | 119 | 119 | 119 | 119 |
| 7s, 1896..... | 119 | 119 | 119 | 119 | 119 | 119 | 119 |
| 8s, S. F..... | 110 | 110 | 110 | 110 | 110 | 110 | 110 |
| 8s, 1917..... | 110 | 110 | 110 | 110 | 110 | 110 | 110 |
| Olev. Col. C. and Ind..... | 23 | 23 | 23 | 23 | 23 | 23 | 23 |
| 1st mortgage..... | 23 | 23 | 23 | 23 | 23 | 23 | 23 |
| Olev. & Pittsburg guar. 82 | 82 | 82 | 82 | 82 | 82 | 82 | 82 |
| 7s, Consolidated..... | 109 | 109 | 109 | 109 | 109 | 109 | 109 |
| 4th mortgage..... | 109 | 109 | 109 | 109 | 109 | 109 | 109 |
| Olev. P. and Ash. 7s..... | 7s | 7s | 7s | 7s | 7s | 7s | 7s |
| 7s, new..... | 5 | 5 | 5 | 5 | 5 | 5 | 5 |
| Col. Ohl. & Ind. Cent 6 | 6 | 6 | 6 | 6 | 6 | 6 | 6 |
| 1st mortgage..... | 59 | 59 | 59 | 59 | 59 | 59 | 59 |
| 2d mortgage..... | 19 | 19 | 19 | 19 | 19 | 19 | 19 |
| Del. & Hudson Canal 37 | 37 | 37 | 37 | 37 | 37 | 37 | 37 |
| Reg. 7s, 1891..... | 97 | 97 | 97 | 97 | 97 | 97 | 97 |
| Reg. 7s, 1884..... | 93 | 93 | 93 | 93 | 93 | 93 | 93 |
| 7s, 1894..... | 93 | 93 | 93 | 93 | 93 | 93 | 93 |
| Del. Lack. & Western 42 | 42 | 42 | 42 | 42 | 42 | 42 | 42 |
| 2d mortgage 7s..... | 42 | 42 | 42 | 42 | 42 | 42 | 42 |
| 7s, Convertible..... | 109 | 109 | 109 | 109 | 109 | 109 | 109 |
| 7s, Consol. 1907..... | 79 | 79 | 79 | 79 | 79 | 79 | 79 |
| Et. of Columbia 3-6s..... | 19 | 19 | 19 | 19 | 19 | 19 | 19 |
| Erie Railway..... | 38 | 38 | 38 | 38 | 38 | 38 | 38 |
| Preferred..... | 115 | 115 | 115 | 115 | 115 | 115 | 115 |
| 1st mortgage..... | 105 | 105 | 105 | 105 | 105 | 105 | 105 |
| 2d mortgage..... | 104 | 104 | 104 | 104 | 104 | 104 | 104 |
| 4th mortgage..... | 104 | 104 | 104 | 104 | 104 | 104 | 104 |
| 5th mortgage..... | 104 | 104 | 104 | 104 | 104 | 104 | 104 |
| Great Western 1st mort..... | 102xc | 102xc | 102xc | 102xc | 102xc | 102xc | 102xc |
| 2d mortgage..... | 79 | 79 | 79 | 79 | 79 | 79 | 79 |
| Hannibal & St. Joseph 13 | 13 | 13 | 13 | 13 | 13 | 13 | 13 |
| Preferred..... | 34 | 34 | 34 | 34 | 34 | 34 | 34 |
| 8s, Convertible..... | 100 | 100 | 100 | 100 | 100 | 100 | 100 |
| Hudson River 2d mort..... | 71 | 71 | 71 | 71 | 71 | 71 | 71 |
| Illinois Central..... | 71 | 71 | 71 | 71 | 71 | 71 | 71 |
| Kansas Pacific..... | 107 | 107 | 107 | 107 | 107 | 107 | 107 |
| Lake Shore & Mich. So. 69 | 69 | 69 | 69 | 69 | 69 | 69 | 69 |
| Consol. 7s..... | 104 | 104 | 104 | 104 | 104 | 104 | 104 |
| Consol. 7s, reg..... | 104 | 104 | 104 | 104 | 104 | 104 | 104 |
| 2d Consolidated..... | 104 | 104 | 104 | 104 | 104 | 104 | 104 |
| Lake Shore Div. bonds..... | 50 | 50 | 50 | 50 | 50 | 50 | 50 |
| Leh. & W.B. 7s, Con..... | 110 | 110 | 110 | 110 | 110 | 110 | 110 |
| Long Dock bonds..... | 110 | 110 | 110 | 110 | 110 | 110 | 110 |
| L'ville & Nash. 7s Cons 14 | 14 | 14 | 14 | 14 | 14 | 14 | 14 |
| Michigan Central..... | 70 | 70 | 70 | 70 | 70 | 70 | 70 |
| 7s, 1902..... | 111 | 111 | 111 | 111 | 111 | 111 | 111 |
| 8s, 1882, S. F..... | 102 | 102 | 102 | 102 | 102 | 102 | 102 |
| M. S. and N. I. 1st, S. F..... | 75 | 75 | 75 | 75 | 75 | 75 | 75 |
| Morris and Essex..... | 74 | 74 | 74 | 74 | 74 | 74 | 74 |
| 1st mortgage..... | 116 | 116 | 116 | 116 | 116 | 116 | 116 |
| 2d mortgage..... | 95 | 95 | 95 | 95 | 95 | 95 | 95 |
| 7s of 1871..... | 98 | 98 | 98 | 98 | 98 | 98 | 98 |
| 7s, Convertible..... | 111 | 111 | 111 | 111 | 111 | 111 | 111 |
| 7s, Consolidated..... | 86 | 86 | 86 | 86 | 86 | 86 | 86 |
| N. Y. Cent. & Hud. Riv 110 | 111 | 111 | 111 | 111 | 111 | 111 | 111 |
| 7s, Sinking fund, 1875..... | 105 | 105 | 105 | 105 | 105 | 105 | 105 |
| 6s, Sinking fund, 1883..... | 105 | 105 | 105 | 105 | 105 | 105 | 105 |
| 6s, Sinking fund, 1887 104x | 105 | 105 | 105 | 105 | 105 | 105 | 105 |
| 1st mortgage..... | 121 | 121 | 121 | 121 | 121 | 121 | 121 |
| 1st mortgage reg..... | 102xc | 102xc | 102xc | 102xc | 102xc | 102xc | 102xc |
| N. Y. Elevated 1st M. 101 | 101 | 101 | 101 | 101 | 101 | 101 | 101 |
| N. Y. and Harlem..... | 139 | 139 | 139 | 139 | 139 | 139 | 139 |
| Preferred..... | 121 | 121 | 121 | 121 | 121 | 121 | 121 |
| 1st mortgage..... | 121 | 121 | 121 | 121 | 121 | 121 | 121 |
| 1st mortgage, reg..... | 120 | 120 | 120 | 120 | 120 | 120 | 120 |

New York Stock Exchange.

Closing Prices for the week ending Dec. 25.

| | Th. 19 | F. 20 | Sat. 21 | M. 22 | Tu. 23 | W. 24 | Th. 25 |
|-------------------------------|--------|-------|---------|-------|--------|-------|--------|
| New Jersey..... | 156 | 156 | 156 | 156 | 156 | 156 | 156 |
| N. Y. N. Haven & Hart..... | 107 | 107 | 107 | 107 | 107 | 107 | 107 |
| North Missouri 1st M. 107 | 107 | 107 | 107 | 107 | 107 | 107 | 107 |
| Ohio and Mississippi..... | 7 | 7 | 7 | 7 | 7 | 7 | 7 |
| Preferred..... | 18 | 18 | 18 | 18 | 18 | 18 | 18 |
| 2d mortgage..... | 74 | 74 | 74 | 74 | 74 | 74 | 74 |
| Consolidated 7s..... | 103 | 103 | 103 | 103 | 103 | 103 | 103 |
| Consol. Sinking fund..... | 103 | 103 | 103 | 103 | 103 | 103 | 103 |
| Ontario Silver..... | 39 | 39 | 39 | 39 | 39 | 39 | 39 |
| Pacific Mail S. S. Co. 14 | 14 | 14 | 14 | 14 | 14 | 14 | 14 |
| Pacific R. R. of Mo..... | 14 | 14 | 14 | 14 | 14 | 14 | 14 |
| 1st mortgage..... | 105 | 105 | 105 | 105 | 105 | 105 | 105 |
| 2d mortgage..... | 105 | 105 | 105 | 105 | 105 | 105 | 105 |
| Panama..... | 121 | 121 | 121 | 121 | 121 | 121 | 121 |
| Pitts. Ft. W. & Chi. 101 | 101 | 101 | 101 | 101 | 101 | 101 | 101 |
| 1st mortgage..... | 118 | 118 | 118 | 118 | 118 | 118 | 118 |
| 2d mortgage..... | 118 | 118 | 118 | 118 | 118 | 118 | 118 |
| 3d mortgage..... | 103 | 103 | 103 | 103 | 103 | 103 | 103 |
| Pullman Palace Car..... | 12 | 12 | 12 | 12 | 12 | 12 | 12 |
| Quicksilver Mining Co..... | 12 | 12 | 12 | 12 | 12 | 12 | 12 |
| Preferred..... | 110 | 110 | 110 | 110 | 110 | 110 | 110 |
| St. L. Alton and T. H..... | 110 | 110 | 110 | 110 | 110 | 110 | 110 |
| Preferred..... | 110 | 110 | 110 | 110 | 110 | 110 | 110 |
| 1st mortgage..... | 110 | 110 | 110 | 110 | 110 | 110 | 110 |
| 2d mort. preferred..... | 110 | 110 | 110 | 110 | 110 | 110 | 110 |
| Income bonds..... | 41 | 41 | 41 | 41 | 41 | 41 | 41 |
| St. L., Iron Mt. & S'tho 13 | 13 | 13 | 13 | 13 | 13 | 13 | 13 |
| 1st mortgage..... | 109 | 109 | 109 | 109 | 109 | 109 | 109 |
| 2d mortgage..... | 109 | 109 | 109 | 109 | 109 | 109 | 109 |
| St. L., Jack. & Chi. 1st..... | 107 | 107 | 107 | 107 | 107 | 107 | 107 |
| St. L., Kan. City & N. 6 | 6 | 6 | 6 | 6 | 6 | 6 | 6 |
| Preferred..... | 25 | 25 | 25 | 25 | 25 | 25 | 25 |
| Tol. P. & W. 1st E.D..... | 25 | 25 | 25 | 25 | 25 | 25 | 25 |
| 1st mort. West. Div..... | 66 | 66 | 66 | 66 | 66 | 66 | 66 |
| Union Pacific..... | 66 | 66 | 66 | 66 | 66 | 66 | 66 |
| 1st mortgage..... | 108 | 108 | 108 | 108 | 108 | 108 | 108 |
| Land Grant 7s..... | 108 | 108 | 108 | 108 | 108 | 108 | 108 |
| Sinking Fund 6s..... | 106 | 106 | 106 | 106 | 106 | 106 | 106 |
| United States Express..... | 45 | 45 | 45 | 45 | 45 | 45 | 45 |
| Wabash..... | 21 | 21 | 21 | 21 | 21 | 21 | 21 |
| 1st mortgage..... | 107xc | 107xc | 107xc | 107xc | 107xc | 107xc | 107xc |
| 2d mortgage..... | 79 | 79 | 79 | 79 | 79 | 79 | 79 |
| 7s, Consolidated..... | 84 | 84 | 84 | 84 | 84 | 84 | 84 |
| St. Louis Division..... | 88xc | 88xc | 88xc | 88xc | 88xc | 88xc | 88xc |
| Wells-Fargo Express..... | 98 | 98 | 98 | 98 | 98 | 98 | 98 |
| Western Pacific bonds..... | 105 | 105 | 105 | 105 | 105 | 105 | 105 |
| Western Union Tel..... | 92 | 92 | 92 | 92 | 92 | 92 | 92 |
| 7s, S. F. conv., 1900..... | 110 | 110 | 110 | 110 | 110 | 110 | 110 |

Boston Stock Exchange.

Closing Prices for the week ending Dec. 25.

| | Th. 19 | F. 20 | Sat. 21 | M. 22 | Tu. 23 | W. 24 | Th. 25 |
|------------------------------|--------|-------|---------|-------|--------|-------|--------|
| Atch., Top. and San. Fe | 84 | 84 | 84 | 83 | 83 | 83 | 83 |
| 1st mortgage..... | 108 | 108 | 108 | 108 | 108 | 108 | 108 |
| 2d mortgage..... | 104 | 104 | 104 | 104 | 104 | 104 | 104 |
| Land Grant 7s..... | 108 | 108 | 108 | 103 | 103 | 109 | 109 |
| Income 6s..... | 127 | 127 | 127 | 127 | 127 | 127 | 127 |
| Boston and Albany.... | 127 | 127 | 127 | 127 | 127 | 127 | 127 |
| 7s, reg..... | 60 | 60 | 60 | 60 | 60 | 60 | 60 |
| 6s, 1896..... | 60 | 60 | 60 | 60 | 60 | 60 | 60 |
| Boston and Lowell.... | 60 | 60 | 60 | 60 | 60 | 60 | 60 |
| 7s..... | 60 | 60 | 60 | 60 | 60 | 60 | 60 |
| Boston and Maine..... | 109 | 109 | 109 | 108 | 108 | 108 | 108 |
| Boston and Providence..... | 103 | 103 | 103 | 103 | 103 | 103 | 103 |
| Boston, Hart, & Erie 7s | 50 | 30 | 31 | 31 | 31 | 31 | 31 |
| Boston Water Power..... | 11 | 11 | 11 | 11 | 11 | 11 | 11 |
| Burl. & Mo. R. L. G. 7s..... | 113 | 112 | 112 | 112 | 112 | 112 | 112 |
| Burl. & Mo. R. in Feb. 109 | 109 | 109 | 109 | 109 | 109 | 109 | 109 |
| 8s, old..... | 109 | 109 | 109 | 109 | 109 | 109 | 109 |
| 8s, new..... | 109 | 109 | 109 | 109 | 109 | 109 | 109 |
| Chl., Burl. and Quincy 107 | 107 | 107 | 107 | 107 | 107 | 107 | 107 |
| 7s..... | 113 | 113 | 113 | 113 | 113 | 113 | 113 |
| 8s, new..... | 113 | 113 | 113 | 113 | 113 | 113 | 113 |
| Cin., Sand. and Clev... 3 | 3 | 3 | 3 | 3 | 3 | 3 | 3 |
| Concord (\$50)..... | 103 | 103 | 103 | 103 | 103 | 103 | 103 |
| Connecticut River..... | 103 | 103 | 103 | 103 | 103 | 103 | 103 |
| Eastern..... | 11 | 11 | 11 | 11 | 11 | 11 | 11 |
| Scrap..... | 11 | 11 | 11 | 11 | 11 | 11 | 11 |
| New 34 Bonds..... | 72 | 72 | 72 | 72 | 72 | 72 | 72 |
| Fitchburg..... | 110 | 110 | 110 | 110 | 110 | 110 | 110 |
| Kan. C., Top. & West. 80 | 80 | 80 | 80 | 80 | 80 | 80 | 80 |
| 1st mortgage..... | 80 | 80 | 80 | 80 | 80 | 80 | 80 |
| Michigan Central..... | 70 | 70 | 70 | 70 | 70 | 70 | 70 |
| Nashua and Lowell..... | 70 | 70 | 70 | 70 | 70 | 70 | 70 |
| Northern, N. H..... | 70 | 70 | 70 | 70 | 70 | 70 | 70 |
| Norwich & Worcester..... | 70 | 70 | 70 | 70 | 70 | 70 | 70 |
| Ogden & Lake Cham 12 | 12 | 12 | 12 | 12 | 12 | 12 | 12 |
| Preferred..... | 51 | 51 | 51 | 51 | 51 | 51 | 51 |
| Old Colony..... | 94 | 94 | 94 | 94 | 94 | 94 | 94 |
| 7s..... | 94 | 94 | 94 | 94 | 94 | 94 | 94 |
| Ph., Wtl. & Balt. (\$50) | 92 | 92 | 92 | 92 | 92 | 92 | 92 |
| Portl'd, Saco & Ports..... | 92 | 92 | 92 | 92 | 92 | 92 | 92 |
| Pueblo & Ariz. Val... 59 | 59 | 59 | 59 | 59 | 59 | 59 | 59 |
| 7s..... | 100 | 100 | 100 | 100 | 100 | 100 | 100 |
| Pullman Palace Car..... | 100 | 100 | 100 | 100 | 100 | 100 | 100 |
| Union Pacific..... | 100 | 100 | 100 | 100 | 100 | 100 | 100 |
| 6s..... | 100 | 100 | 100 | 100 | 100 | 100 | 100 |
| Land Grant 7s..... | 100 | 100 | 100 | 100 | 100 | 100 | 100 |
| Sinking Fund 8s..... | 103 | 103 | 103 | 104 | 104 | 106 | 106 |
| Vermont and Canada..... | 103 | 103 | 103 | 103 | 103 | 103 | 103 |
| Vermont and Mass..... | 111 | 111 | 111 | 111 | 111 | 111 | 111 |
| Worcester and Nashua..... | 25 | 25 | 25 | 25 | 25 | 25 | 25 |
| Cambridge (Horse)..... | 103 | 103 | 103 | 103 | 103 | 103 | 103 |
| Metropolitan (")..... | 62 | 62 | 62 | 62 | 62 | 62 | 62 |
| Middlesex (")..... | 62 | 62 | 62 | 62 | 62 | 62 | 62 |
| Central Mining Co..... | 175 | 175 | 175 | 175 | 175 | 175 | 175 |
| Gaiomet and Hecla..... | 175 | 175 | 175 | 175 | 175 | 175 | 175 |
| Copper Falls..... | 175 | 175 | 175 | 175 | 175 | 175 | 175 |
| Franklin..... | 175 | 175 | 175 | 175 | 175 | 175 | 175 |
| Quincy..... | 13 | 14 | 14 | 14 | 14 | 14 | 14 |

827,000 the preceding week, or a loss of \$222,700. The City bank exchanges in currency reached \$421,244,872, or a daily average of \$70,206,478. Call loans closed here at 4@7, chiefly at 5@6 per cent; and best discounts at 4½@7 per cent per annum.

The outstanding amount of legal tender notes is \$346,743,071. The National bank circulation is now \$322,092,686 of currency notes and \$1,468,820 of national gold bank notes. National Bank notes received at the Treasury Department last week for redemption were to the amount of \$2,166,000.

On Monday, the subscriptions to the new U. S. 4 per cent loan were up to \$2,422,300 for the day. The preceding week's subscriptions were also to an unusually liberal aggregate.

Government Securities have been in generally fair demand, almost wholly on investment account, and prices have been quoted firmer, the 6 and 5 per cents of 1881, and the new 4½ per cents and the Currency Sixes having been the favorites. The 1867 Five-twenties were exceptionally weak, because of the call for redemption of the outstanding remnant of the loan of 1865, and the prospect of rapid conversion of the controllable six per cents, through the coming year. The general market on Thursday closed steady. At the close on Wednesday the current quotations were as follows:

United States 6s, 1881, registered, 106¼@106¾; do. coupon, 109¼@109¾; do. 5-20s, 1867, registered, 102¼@102¾; do. coupon, 105¼@105¾; do. 1868, registered, 105@105½; do. coupon, 108@108½; ten-forties, registered, 107¼@108; do. coupon, 107¼@108; 5 per cents, 1881, registered, 106¾@106¾; do. coupon, 106¾@106¾; 4½ per cents, 1891, registered, 104¾@104¾; do. coupon, 104¾@104¾; 4 per cents, 1907, reg., 99¾@99¾; do. coupon, 100¾@100¾; sixes, currency, 119¼@119¾.

The Secretary of the Treasury on last Saturday issued a circular letter to officers of Customs calling attention to the Resumption act, adding: "By reason of this act, you are authorized to receive United States notes, as well as gold coin and standard silver dollars, in payment of duties on imports on and after the 1st day of January, 1879. Notes thus received will, in every instance, be deposited with the Treasurer or some Assistant Treasurer of the United States, as are other collections of such duties to be redeemed from time to time in coin on Government account, as the convenience of the service may demand."

The amount of U. S. bonds held by the Treasurer of the United States as security for the National Bank circulation is \$348,940,000, and \$18,933,300 as security for public deposits.

An active inquiry has been noted for the favorites of the State Bond list, values of which have been quoted higher, though somewhat variable. Railway Mortgages of the favorite issues have met with a readier market, chiefly on investment account, at stronger prices, the actual interest bearing loans leaving off buoyantly. And in the line of Railway and Miscellaneous share property business has been less active and prices have fluctuated widely; influenced, in part, by the higher range rates on Money, in the loan and discount market, but in good part also by specula-

tive manipulation; the general market, however, winding up stronger, with a buoyant temper apparent in the latest dealings.

With the close approach of specie resumption, the Gold speculation has been devoid of life, and measurably, of general interest; as reflected in the monotonous record of quotations during the week, which scarcely varied from par. The customs call has been on a restricted scale, and the export drain insignificant. The extremes during the week have been 100@100 1-32, the ruling quotation having been 100, closing on Wednesday at 100 as against 100 on Wednesday of the preceding week. The specie outflow last week was only \$160,554—making the total exports of specie hence since January 1, \$12,279,952 against \$25,265,339 the same time in the preceding year. The imports of specie at this port last week were to the amount of \$137,762, and since January 1st have been \$18,983,971 as against \$15,108,812 same time in the preceding year. The Customs demand for gold in the local market last week reached only \$1,447,000 or an average of about \$241,117 per day.

Foreign Exchange has been moderately sought after and quoted generally easier leaving off irregularly. Bankers' sixty day bills on London closed a 1482@1482½; sight bills on London at \$4 87½@4 88¾ to the £ sterling. Cable transfers, 4 89@4 90. The week's imports of Dry Goods and general merchandise were to the specie value of \$4,393,335 as against \$4,977,636 the corresponding week of 1877. The week's import entries of Foreign Merchandise at New York included \$1,102,860 of Dry Goods, and \$3,290,475 of General Merchandise. The week's exports of Domestic Produce and Miscellaneous Goods from this port were to the aggregate value of \$7,269,771 against \$6,467,126 same week in 1877; and since Jan. 1 have been \$341,128,200 against \$289,965,129 same time last year.

Metals have been generally dull, with values however quoted unchanged. Pig Iron quoted for Glengarnock, at \$22 50; Coltness, \$23 50@24; No. 1 American Pig at \$16 50@18 50; No. 2 do. at \$15 50@17 50. Forge, \$15@15 50. New Iron Rails at works, \$33@35. Old Rails, \$18 50@19. Wrought Scrap, \$20@21. Steel Rails have been in exceptionally good request and quoted on the basis of \$42@44. Further sales of 8,000 tons new Steel Rails and 2,000 tons new Iron Rails were reported, for forward delivery, within our range. Ingot Copper, 15½ct.@16. Domestic Pig Lead, 4 cts.

A comparatively moderate movement has been reported in Domestic Produce with prices quoted generally weaker, though leaving off in instances more firmly. No. 2 Red Wheat buoyant, on speculative activity. Cotton has been quiet for early delivery, and fairly active in the way of options, with prices quoted higher. Low Middlings closed for prompt delivery at 8 8¾@8¾; Middlings at 9¼@9¼. Options left off for December basis of Middling at 9.24; January at 9.28; February at 9.25; March at 9.60; April at 9.74; May 9.87; June at 9.97; July at 10.10; August 10.14.

Ocean freights have been only moderately active in nearly all connections, though the advantage as to rates has been generally in favor of shippers. For Liverpool steamer rates at the

close for Grain quoted at 5¼d. per bushel. Flour, at 2s. 6d.@3s. Provisions, 25s.@32s. 6d.; Leather, 30s.@40s. Measurement Goods at 20s.@23s. 9d. per ton; Cotton, 7-82d.@1d. per lb. Tobacco at 30s. Liverpool, by sail: Cotton, 3-16d.@7 82d. Grain at 4s. 9d.@5s. per quarter; Flour, 1s. 9d.@2s.; Measurement Goods, 12s.6d.@15s. Tobacco 27s. 6d.; Oil Cake at 18s. 9d. Grain rates on charter hence for Cork and orders left off at 5s. 6d.@5s. 9d.; for the Continent Grain at 4s.@10½d.@5s. 10d½. as to ports of discharge. Tonnage for Refined Petroleum at 4s. 3d. to Cork, for orders, at 3s. 6d.@4s. 6d. to the Continent, and 4s. 6d.@5s. to the Baltic. Through freights from Chicago for Liverpool by rail and steam have been quoted up to equal 65@68½cts. per 100lbs, but have been inactive, shippers have been unwilling to operate to any important extent at the new combination figures.

Naval Stores and Petroleum have been in fair supply and generally slack demand in the local market, at barely steady rates. Foreign merchandise has been in light request, and values quoted somewhat depressed in price.

The following quotations of sales of Railway and other securities are in addition to those given elsewhere in our columns:—

New York.—South Pacific 1st mort., 91½; Denver and Rio Grande 1st mort., 91½; Missouri, Kansas and Texas R. R., 5¾; do. 7s, consol. S. F. ass., 50; do. 2d, 16¾; Central of New Jersey 1st consol. ass., 72¾; do. conv. ass., 71¾; do. Adjmt bonds, 82¾; Lehigh and Wilkesbarre consol. ass., 86¾; Hannibal and Central Mo. 1st mort., 96; Clev., Col., Cin. and Ind. consol., 91½; Kansas Pacific 1st mort. 7s, Denver div., with coup. certif., 72¾; Cleveland and Toledo 7s, new, 108¼; Chicago, St. Paul and Minneapolis 1st mort., 87; Boston Hartford and Erie 1st mort., 81½; Kansas Pacific 1st mort. 6s, F. & A., 1896, with coup certif., 108¾; do. J. & D. 1896, with coupon certif., 100¼; Quincy and Toledo 1st mort., ex coupon, 80; Southern Pacific of Cal. 1st mort., 95; Long Island R. R. 1st mort., 100; Louisiana and Missouri River 1st mort., 102; International 1st mort., with int. certif., 70; Louisville and Nashville 2d, 91; St. Louis, Jacksonville and Chicago 1st mort., 107; Keokuk and Des Moines 1st mort., 85¾; Canton Co., 22; Sutor Tunnel, 3¾; St. Louis and San Francisco R. R., 4; do. pref., 4¾; do. 1st pref., 11½; do. 2d mort. B., 33; Canada Southern R. R., 38; New Jersey Southern R. R., 1½; Louisiana 7s, consol., 70¾; North Carolina 6s, old, A. & O., 18¾; do. J. & J., 18¾; do. new, A. & O., 11¼; Tennessee 6s, new, 29¾; do. old, 35½; Georgia 7s, new, 110¼. The latest quotations are: Adams Exp., 105@106; American Exp., 46@47; Atlantic and Pacific Telegraph, 28@28½; Central Railroad of New Jersey, 33¾@33¾; Chicago, Burlington and Quincy, 108@108½; Chicago and Alton, 78½@79; do. pref., 104@—; Chicago and Northwestern, 48¾@49; do. pref., 75¾@75¾; Chicago, Milwaukee and St. Paul, 34¾@34¾; do. pref., 72¾@73; Chicago, Rock Island and Pacific, 119½@120; Cleveland, Columbus, Cincinnati and Indianapolis, 38¼@38¼; Cleveland and Pittsburgh, 82½@82¾; Delaware and Hudson Canal, 87½@87¾; Delaware, Lackawana and Western, 43@43½; Erie, 20½@20¼; do.

pref., 33@—; Hannibal and St. Joseph, 13½@13¾; do. pref., 33@34¼; Illinois Central, 78@78½; Kansas Pacific 10@10¾; Lake Shore and Michigan Southern, 69½@69¾; Michigan Central, 71½@71¾; Morris and Essex, 75¼@75½; N. Y. Central and Hudson River, 110½@111; New York and Harlem, 140@142; Ohio and Miss., 7½@7¾; do. pref., 18@19; Pacific Mail, 14¼@14¾; Panama, 120@123; Pittsburg, Ft. Wayne and Chicago, 101¼@102; Quicksilver, 12@12½; do. pref., 32½@34; St. Louis, Kansas City and Northern, 6½@6¾; do. pref., 25@25½; Union Pacific, 66½@66¾; U. S. Express, 45½@46¼; Wells Fargo Express, 98½@99; Western Union Telegraph, 98½@98¾; Wabash, 20½@21.

Philadelphia.—West Chester and Philadelphia 7s, 118½; Warren and Franklin 7s, 80; Susq. Coal 6s, 85; West Jersey 7s, 105; Hestonville 6s, 90; Philadelphia and Reading R. R. scrip, 50; Steubenville and Indiana 6s, A. & O., 98½; do. M. & N., 98; do. F. & A., 99½; Northern Central 5s, 50; Oil Creek 1st mort., 78; Huntingdon and Broad Top Mt. 1st mort., 106; Philadelphia, Germantown and Norristown R. R., 100; Northern Pacific, R. R., 5¼; do. pref., 24¾; do. 7.30s, 34; Philadelphia and Trenton R. R., 132; Central Transp., 4½; Nesquehoning Valley R. R., 48; West Philadelphia R. R., 62. The latest quotations are: City 6s, 106½@109; do. free of tax, 115½@116¾; Pennsylvania State 6s, 2d series, 104½@105; do. 3d series, 110¼@110½; do. 5s, new loan, 110¾@111; Philadelphia and Reading 12½@12¾; do. Gen'l mort. 7s, coup., 97½@98; do. reg. 97½@98; do. mort., 6s, 1880, 104@105; do. 7s, new conv., 45@50; do. 7s, 1893, 110½@111½; United New Jersey R. R. and Canal Co., 128@129; Pittsburg, Titusville and Buffalo R. R., 4¾@5; do. 7s, 33@34; Camden and Amboy mort. 6s, 1889, 108½@109; Pennsylvania R. R., 32½@32¾; do. 1st mort., 105@105½; do. gen'l mort., coupon, 110@111; do. reg., 110@110½; do. consol. mort. 6s, reg., 99½@100; Little Schuylkill R. R., 42@42¼; Morris Canal, 50@—; do. pref., 127½@—; Susq. Canal, 2@6; do. 6s, 25@26; Schuylkill Nav. 3@4; do. pref., 5½@6; do. 6s, 1882, 45@50; do. 1872, 80½@84½; Elmira and Williamsport pref., 40½@42; do. 7s, 107@110; do. 5s, 68@73; Lehigh Coal and Navigation, 14¾@15; do. 6s, 1884, 102¼@103¼; do. R. R. loan, 104½@105; do. Gold Loan, 90½@91; North Pennsylvania, 36½@37; do. 6s, 108½@109¼; do. 7s, 114@115; do. Gen'l mort. 7s, reg., 110@111; Philadelphia and Erie, 7@8; do. 6s, 103½@103¾; do. 7s, 105@106; Minehill, 47½@48½; Catawissa, 5@6; do. pref., 32@33; do. new pref., 27@28; do. 7s, 1900, 106@108; Lehigh Valley, 34@34½; do. 1st mort. 6s, 110½@111½; do. 7s, reg., 116@116½; do. consol. mort., 97@97½; Fifth and Sixth streets (horse,) 90@96; Second and Third, 77½@79½; Thirteenth and Fifteenth, 48@50; Spruce and Pine, 39½@40½; Green and Coates, 50@50½; Chestnut and Walnut, 63½@65; Hestonville, 10¼@10¾; Germantown, 49@50; Union, 72@75; Lombard and South, 9½@10.

Baltimore.—Maryland Defense 6s, 106; Baltimore City 6s, new, 105; Marietta and Cincinnati 1st coupons Feb., 1878, 90; do. Aug., 1878, 65; Canton 6s, gold, 92½; Baltimore and Ohio R. R. 1st pref., 99; do. 2d pref., 96; do. scrip,

88½; Chesapeake and Ohio R. R. Certificates, 81. The latest quotations are: Cincinnati and Baltimore, 7s, —@87; Wilmington and Weldon 7s, 96@—; Wilmington, Columbia and Augusta 7s, 25@—; Richmond and Danville 1st mort., 79@—; Pittsburg and Connellsville 7s, 1898, 100¼@100½; Baltimore and Ohio, 88@88½; do. scrip, 88@—; do. 6s, 1880, 103@105; do. 1885, 105@105½; Northern Central, 13½@13¾; do. 6s, 1885, 107½@107¾; do. 6s, 1900, 102@—; do. 6s, 1900, gold, 95@—; Marietta and Cincinnati 1st mort. 1892, 82@83½; do. 2d mort. 7s, 26@27; do. 3d mort. 8s, 10@12; Central Ohio, 22@—; do. pref., 38@40; do. 1st mort., 109@100¼; Western Maryland 1st mort. 6s, 1890, 101@—; do. 1st mort. guar., 108@—; do. 2d mort., guar., 108@—; do. 3d mort. guar., 111@114; do. 2d mort. pref., 68½@—; 2d mort., guar. by Washington Co., 103@—; Virginia and Tennessee 2d mort. 6s, 87@90; do. 3d mort. 8s, 99½@101; Orange and Alexandria 1st mort. 6s, 96@—; do. 2d mort. 6s, 74@80; do. 3d mort. 8s, 35@38; do. 4th mort. 8s, —@22; Orange, Alex. and Manassas 7s, 42@45; Baltimore 6s, 1884, 107@—; do. 1886, 107@—; do. 1886, new, 107@—; do. 1890, 110@110½; do. 1900, 110@—; do. 1900, new, 111@—; do. 1902, 111@—; do. 1902, new, 110@—; do. 6s, exempt, 112@—; do. 5s, 1894, 104¼@105; do. 5s, new, 104¼@105; Memphis 6s, 30@—; do. new, 51@53; Maryland Defense 6s, 1883, 105½@106; do. 6s, exempt, —@113; do. 6s, 1890, 108@—; do. 5s, 99@—; Virginia consol. 6s, 55½@56; do. 2d series, 34½@35; Virginia Consol. coupons, 78½@79; West Virginia def. certif., 7½@7¾; Baltimore City Passenger R. R., 34½@35; Baltimore and Catonsville R. R., —@15; George's Creek Coal, 65@82; Atlantic Coal, 0.75@1.30; Canton Co., 20@24; do. gold 6s, 92@92½; Union R. R., Canton end., 104@—.

Boston.—New York and New England R. R., 31; do. 7s, 104½; Chicago, Burlington and Quincy Rights, 70c; Chicago, Dubuque and Minnesota R. R., 50¼; Providence and Worcester R. R., 94½; Lynn and Boston H. R. R. Railroad, 25½; Nashua and Rochester R. R., 40; Cedar Rapids and Missouri River R. R. pref., 102½; Wichita and Southwestern 7s, 100¼; Vermont Central 1st mort., 14; Republican Valley R. R., 109; do. 6s, 99½; Kansas City, St. Joseph and Council Bluffs 1st mort. 7s, 81; Ogdenburg and Lake Champlain 8s, 100¼; Denver and Rio Grande 7s, ex-certificate, 92½; Old Colony 6s, 106½; Burlington and Missouri River R. R. in Nebraska 6s, exempt, 102½; do. non exempt, 100; St. Louis County 6s, 1880, 101; Chicago 7s, 1899, 108; Toledo 6s, 1893, 130½; do. 7s, 1883, 104¼; Duncan Silver Mining Co., 4; Ridge, 1½; Silver Islet, 48.

The certificate of incorporation of the Bloomington and Fairfax Railroad Company has been filed in the executive chamber at Annapolis, Md. The directors are Lloyd Lowndes, John Humbird and W. F. Jamieson, of Allegany county; Arthur P. Gorman, of Howard county; Patrick Hamill, of Garrett county, and M. Bannop, of Anne Arundel county. The terminal of the road are Bloomington, on the Baltimore and Ohio Railroad, in Garrett county, and a point on the boundary line of West Virginia and Maryland, called Fairfax Stone. The capital stock is fifty thousand dollars. Articles of agreement between

the railroads consolidated into the Baltimore and Delta Railroad Company have also been filed at the executive department.

Mining.

ISABELLA AND GLOBE.—Late advices to Mr. Holbrook, the president, from the mines enabled him to assure a Journal Reporter that the company's first dividend will undoubtedly be declared next month.

FINDLEY.—Under date of Dec. 13, the Superintendent writes "Expect the best report of gold for this week ever made."

KINGS MOUNTAIN.—Mr. Beckwith, the Superintendent, writes on 21st that the drift is 17 feet in, and that the rock is very hard; also that a car load of sulphates will be shipped next week, and another by January 1st.

ORIGINAL KEYSTONE.—A statement of the financial position of this company is with Messrs. Trask & Francis. It appears that after paying all debts a balance of \$33,000, out of the assessment of \$50,000, will remain in hand.

VESTEL OF MONTANA.—Mr. Ryan writes that the drift is being worked in good ore four feet in width and the mill is running well. The last remittance was \$15,860.

Recent quotations at the Mining Board are: Plumas, \$3 60; Kings Mt., \$1 65; Findley, 0.68; Hunkill, \$3 50.

A contract has been awarded for the grading, masonry and trestlework of the Baltimore and Delta Railroad from Great Gunpowder river to Delta to Haugh & Gantz, of Baltimore, for \$33,000. The contract is that the work shall be completed in the year 1879, and will begin about the first of January. The next step, it is stated, will be the letting of a contract for the grading, etc., of the road between Baltimore and the Great Gunpowder. Subscriptions to the amount of \$200,000 have been received, of which a percentage has been paid.

Railroad connection was completed on the 3d inst. between the United States and the Canadian Province of Manitoba by laying the last rail of the Pembina branch of the Canada Pacific Railway, connecting with the branch of the St. Paul and Pacific Railway extending north. The last rail was laid near Roseau River, 10 miles north of the international boundary, in the presence of a party from Winnipeg.

A new tunnel company has been organized at St. Louis with J. S. Walsh as President, and N. S. Chouteau, Vice President, with a capital of \$1,200,000. Judge Treat, of the United States court, has directed the Receivers to deliver possession of the tunnel property to the new company.

The contractors for the construction of the grading and masonry of the 32 miles of the Baltimore and Delta narrow gauge railroad between the Great Gunpowder and Delta, Penn. are John Haugh, Henry Gantz and David L. Chamberlain. It is to be completed in one year.

The Pittsburg Post states that the probabilities are that a railroad will be built from Ravenna to Warren, connecting at Ravenna with the Cleveland and Pittsburg, and at Warren with the Ashtabula, Youngstown and Pittsburg railroad.

RAILROAD AND CANAL DIVIDEND STATEMENT.

Showing the amount of Stock Outstanding, the Dividend Periods and the date of last Dividend.

| Marked thus (*) are leased roads. | Stock outstanding. | Dividend Periods. | Last Dividend Payable. | Marked thus (*) are leased roads. | Stock outstanding. | Dividend Periods. | Last Dividend Payable. | Marked thus (*) are leased roads. | Stock outstanding. | Dividend Periods. | Last Dividend Payable. |
|--|--------------------|-------------------|------------------------|-----------------------------------|--------------------|-------------------|------------------------|--------------------------------------|--------------------|-------------------|------------------------|
| Albany and Susq. 100 | \$3,500,000 | J. & J. | Jan. '78 24 | Little Schuylkill* 50 | \$2,644,100 | J. & J. | July '78 14 | Ware River* 100 | \$750,000 | J. & J. | July '78 34 |
| Atlanta and West Point. 100 | 1,232,300 | J. & J. | July '78 4 | Long Island 50 | 3,000,000 | M. & S. | May '78 10 | Warren (N. J.) 100 | 1,800,000 | A. & O. | Apr. '78 34 |
| Atlantic and Gulf guar. 100 | 786,478 | M. & N. | Nov. '78 24 | Louisv., Cin. and Lex. 50 | 1,623,483 | J. & J. | July '78 3 | Warwick Valley 100 | 225,000 | A. & O. | Oct. '77 34 |
| Atlantic and St. Law. 100 | 5,000,000 | M. & S. | Sept. '78 3 | prof. 100 | 848,700 | F. & A. | Jan. '78 44 | Westchester & Phil. pref. 100 | 821,300 | J. & J. | July '78 4 |
| Augusta and Savannah. 100 | 1,022,900 | J. & D. | Dec. '77 34 | Louisville & Nashville. 100 | 9,003,418 | F. & A. | Aug. '78 14 | West Jersey 100 | 1,559,750 | F. & A. | Aug. '78 3 |
| Avon, Genesee & Mt. M. 100 | 225,000 | A. & O. | Jan. '78 3 | Louisv., N. Alb. & Ohl. 100 | 3,000,000 | J. & D. | Dec. '78 3 | Wilmington & Weldon. 100 | 1,453,300 | J. & O. | Nov. '78 3 |
| Baltimore and Ohio. 100 | 14,216,800 | M. & N. | Nov. '78 44 | Lowell and Andover. 100 | 500,000 | J. & J. | July '78 34 | Winchester & Potomac* 100 | 180,000 | J. & J. | July '78 2 |
| Baltimore and Wash. Br. 100 | 1,650,000 | A. & O. | Oct. '78 5 | Lowell and Lawrence. 100 | 200,000 | A. & O. | Apr. '78 24 | Winchester & Strasburg* 100 | 500,000 | J. & J. | July '78 34 |
| Berkshire* 100 | 320,500 | quarterly | Apr. '78 14 | Lykens Valley 100 | 600,000 | F.M.A.N. | Feb. '78 24 | Worcester and Nashua. 75 | 1,789,800 | J. & J. | July '76 2 |
| Boston and Albany 100 | 20,000,000 | M. & N. | Nov. '78 4 | Manchester and Law. 100 | 1,000,000 | M. & N. | Nov. '78 5 | HORSE-POWER R. R. | | | |
| Bos., Cin., F. & N. Bed. 100 | 2,825,500 | — | — | Marietta & Cincinnati. 100 | 1,408,912 | M. & S. | — | Albany City 100 | 110,300 | — | — |
| Agricultural Br. guar. 100 | 60,000 | J. & D. | June '78 3 | Massachusetts* 100 | 3,180,719 | M. & S. | Sep. '78 24 | Baltimore City 25 | 1,000,000 | J.A.J.O. | Oct. '78 3 |
| Bost., Concord & Mont.* pref. 100 | 800,000 | — | — | prof. 100 | 4,460,368 | M. & S. | Sep. '78 34 | Balt., Cat. & El. Mills. 100 | — | J. & J. | July '78 3 |
| Boston and Lowell. 500 | 3,230,000 | J. & J. | Jan. '79 5 | Massachusetts* 100 | 5,012,725 | F. & A. | Aug. '78 1 | Boston & Chelsea pref. 100 | 110,000 | A. & O. | Apr. '78 4 |
| Boston and Maine. 100 | 9,211,274 | M. & N. | Nov. '78 3 | Memphis & Charleston* 25 | 482,125 | J. & D. | Jan. '79 5 | Broadway (Brooklyn). 100 | 200,000 | J.A.J.O. | Apr. '78 4 |
| Boston and Providence. 100 | 4,000,000 | M. & N. | Nov. '78 3 | Michigan Central 100 | 18,753,204 | F. & A. | Feb. '79 2 | Broadway & 7th Av. (N.Y.) 100 | 2,100,000 | J.A.J.O. | Apr. '78 2 |
| Attleborough Branch. 100 | 131,700 | J. & J. | July '78 34 | Middlesex Central 100 | 2,150 shs | F. & A. | Aug. '78 34 | Brooklyn & Hunter's Pt. 100 | 400,000 | A. & O. | Apr. '78 3 |
| Bost., Revere B. & Lynn. 100 | 350,000 | quarterly | Jan. '79 3 | Mill Creek & Minehill* 50 | 323,375 | J. & J. | July '78 5 | Brooklyn City 2,000,000 | F.M.A.N. | Feb. '78 34 | |
| Buffalo, N. Y. and Erie* 100 | 960,000 | J. & D. | Dec. '78 34 | M. Hill & Schuyl. Hav.* 50 | 3,856,450 | J. & J. | July '78 34 | Bushwick (Brooklyn). 100 | 309,000 | J. & J. | July '78 34 |
| Burl. & Mo. Riv. in Neb. 100 | 8,639,000 | F. & A. | Dec. '78 24 | Mobile & Montgomery. 100 | 2,784,800 | — | — | Cambridge. 100 | 824,300 | A. & O. | Oct. '77 44 |
| Camden and Atlantic. 50 | 877,400 | quarterly | Apr. '78 2 | Morris and Essex* 100 | 15,000,000 | J. & J. | Jan. '79 34 | Cent. Park, N. & E. Riv. 100 | 1,068,400 | J. & J. | July '78 3 |
| prof. 50 | 835,511 | quarterly | Apr. '78 2 | Mt. Carbon & Pt. Carbon. 100 | 282,350 | J. & J. | July '78 6 | Citizens' (Phil.). 50 | 600,000 | J. & J. | Jan. '78 10 |
| Camden & Burl. Co. 100 | 381,925 | J. & J. | Jan. '79 3 | Nashua and Lowell. 100 | 800,000 | M. & N. | May '78 2 | Citizens' (Pbg.). 50 | 200,000 | M. & N. | Nov. '77 10 |
| Orpe May and Millville* 50 | 447,000 | J. & D. | Dec. '77 8 | Nashua and Rochester. 100 | 1,185,000 | A. & O. | Oct. '77 3 | Coney Island & Frockl. 100 | 180,000 | M. & N. | July '78 24 |
| Calumet & Fogelsv. 50 | 426,800 | Novemb. | Nov. '74 6 | Nashville and Decatur. 100 | 1,523,000 | J. & J. | Dec. '78 3 | Continental (Phil.). 50 | 180,000 | M. & N. | July '78 24 |
| Catawissa* 50 | 1,159,500 | Oct. ber. | Oct. '78 14 | Nash. Chat. & St. Louis. 100 | 6,575,256 | A. & O. | Apr. '78 1 | D. Dock E. B'dw. & Bat. 100 | 1,200,000 | F.M.A.N. | Feb. '78 2 |
| prof. 50 | 2,300,000 | M. & N. | Nov. '78 34 | Naugatuck 100 | 2,000,000 | J. & J. | July '78 6 | Elizabethtown (N.Y.). 100 | 1,000,000 | J. & J. | Jan. '78 6 |
| 2d pref. 50 | 1,000,000 | M. & N. | Nov. '78 34 | Nesquehoning Valley* 50 | 1,000,000 | M. & S. | Sep. '78 6 | Elizabeth and Newark 100 | 200,000 | — | — |
| Cayuga and Susq. 50 | 689,110 | J. & J. | July '78 5 | N. Castle & Beaver Val.* 50 | 1,860,000 | quarterly | Oct. '78 3 | 42nd St. & G. St. Ferry 100 | 748,000 | M. & N. | Nov. '77 5 |
| Cedar Rapids & Mo. R.* 100 | 6,840,000 | F.M.A.N. | Nov. '78 1 | N. Haven & Northamp.* 100 | 605,000 | quarterly | Apr. '78 14 | Frankf. & Southw. (Ph.) 50 | 600,000 | J. & J. | Jan. '78 9 |
| prof. 100 | 769,600 | F. & A. | Aug. '78 14 | New London Northamp.* 100 | 1,418,800 | quarterly | Apr. '79 2 | Germantown (Ph.) 50 | 1,000,000 | J. & J. | July '78 3 |
| Central of Georgia. 100 | 7,500,000 | F. & J. | Jan. '78 24 | N.Y. Cen. & Hudson R. 100 | 89,423,330 | quarterly | Jan. '79 4 | Girard College (Ph.) 50 | 500,000 | J. & J. | July '71 3 |
| Central of New Jersey. 100 | 20,600,000 | quarterly | Apr. '78 24 | New York and Harlem. 100 | 8,500,000 | J. & J. | Jan. '79 4 | Grand St. and Newton. 100 | 170,000 | J. & J. | July '71 2 |
| Central Ohio* 50 | 2,425,000 | J. & J. | July '78 2 | prof. 100 | 1,500,000 | J. & J. | Jan. '79 4 | Green & Coates St. (Ph.) 50 | 600,000 | J. & J. | Jan. '78 2 |
| prof. 50 | 400,000 | J. & J. | July '78 2 | City Line. 100 | 15,500,000 | J. & J. | Jan. '79 6 | Heston, Mantau & Fairm. 50 | 2,050,000 | J. & J. | Jan. '78 14 |
| Central Pacific. 100 | 54,275,500 | A. & O. | Oct. '77 44 | N. Y., N. H. & Hartf. 100 | 3,000,000 | quarterly | Nov. '78 24 | Highland. 100 | 290,000 | M. & N. | Jan. '79 4 |
| Chemung* 100 | 880,000 | quarterly | July '78 14 | N. Y., Provid. & Boston. 100 | 3,000,000 | quarterly | July '78 3 | Lomb. & South Sts. (Ph.) 25 | 105,000 | A. & O. | Oct. '77 6 |
| Chesapeake, preferred. 100 | 2,155,800 | J. & J. | July '78 14 | Nieg. Bridge & Oanand* 100 | 1,000,000 | M. & S. | July '78 3 | Lynn and Boston. 100 | 200,000 | — | — |
| Chicago and Alton. 100 | 10,085,400 | M. & S. | Sept. '78 34 | North Carolina* 100 | 4,000,000 | M. & S. | Mar. '78 5 | Malden and Melrose. 100 | 200,000 | — | — |
| prof. 100 | 2,425,400 | M. & S. | Sept. '78 34 | N. Eastern (S.C.) pref. 100 | 96,000 | M. & N. | Nov. '77 4 | Metropolitan (Boston). 100 | 1,500,000 | J. & J. | Jan. '79 4 |
| Chicago, Burl. & Quincy. 100 | 27,598,242 | M. & S. | Sept. '78 3 | North Pennsylvania. 50 | 3,978,150 | F. & A. | Aug. '78 24 | Middlesex (Boston). 100 | 400,000 | M. & N. | Nov. '78 3 |
| Chicago, Iowa & Nebraska. 100 | 3,916,200 | J. & J. | July '78 5 | Northern Central 50 | 6,842,000 | A. & O. | Apr. '78 6 | N. Y., Bay Ridge & Jam. 100 | 102,640 | — | — |
| Ohl., Mil. and St. Paul. 100 | 15,404,361 | A. & O. | Dec. '70 74 | Northern New Hampsh. 100 | 2,098,400 | J. & D. | Dec. '78 24 | Ninth Avenue (N. Y.). 100 | 797,320 | — | — |
| prof. 100 | 12,279,483 | A. & O. | Oct. '78 34 | Northern New Jersey* 100 | 1,000,000 | J. & J. | July '77 2 | Orange and Newark. 100 | 282,556 | — | — |
| Chicago & N. Western. 100 | 14,988,977 | J. & D. | Dec. '78 34 | Norwich & Worcester* 100 | 2,094,400 | J. & J. | Jan. '79 6 | Philadelphia City 50 | 475,000 | J. & J. | July '78 4 |
| prof. 100 | 22,025,608 | J. & D. | Dec. '78 34 | Ogdensb. & L. Champ. 100 | 5,077,000 | J. & J. | July '78 2 | Philadelphia and Darby 200 | 200,000 | J. & J. | July '77 2 |
| Chicago, R. I. & Pacific. 100 | 20,980,000 | quarterly | Feb. '79 2 | prof. 100 | 2,000,000 | A. & O. | Apr. '78 4 | Phila. and Grey's Ferry 50 | 284,775 | J. & J. | Jan. '78 3 |
| Cin., Ham. & Dayton. 100 | 3,500,000 | A. & O. | Apr. '73 4 | Ohio and Mississippi. 100 | 20,000,000 | quarterly | Mar. '78 34 | Pbg. Alleg. & Manchester 50 | 200,000 | quarterly | Apr. '78 2 |
| Cin., Sand. and Clev.* 50 | 2,980,550 | — | — | prof. 100 | 4,030,000 | J. & D. | Mar. '78 34 | Second Avenue (N.Y.). 100 | 1,192,500 | J.A.J.O. | Apr. '78 3 |
| prof. 50 | 413,150 | M. & N. | Nov. '78 3 | Old Colony 100 | 6,733,900 | J. & J. | July '78 3 | Second & Third Sts. (Ph.) 10 | 982,100 | quarterly | Jan. '78 3 |
| Clev., Col., Cin. & Ind. 100 | 14,991,900 | F. & A. | Feb. '76 3 | Oswego and Syracuse* 100 | 482,400 | F. & A. | Aug. '78 44 | 17th & 19th streets (Ph.) 50 | 500,000 | J. & J. | Jan. '78 4 |
| Cleveland & Mahoning* 50 | 2,057,569 | M. & N. | May '77 34 | Panama 100 | 7,000,000 | quarterly | Nov. '78 3 | Sixth Avenue (N. Y.). 100 | 750,000 | M. & N. | Nov. '77 5 |
| Cleveland & Pittsburg. 50 | 11,236,150 | quarterly | Dec. '78 14 | Paterson and Hudson* 100 | 632,000 | J. & J. | July '78 4 | Third Avenue (N. Y.). 2,000,000 | F.M.A.N. | Feb. '78 5 | |
| Columbus and Xenia* 50 | 1,786,800 | M.J.S.D. | Dec. '78 2 | Paterson and Newark* 100 | 250,000 | J. & J. | July '78 2 | 13th & 15th street (Ph.) 50 | 1,000,000 | J. & J. | July '78 24 |
| Columb. & Hocking Val. 100 | 2,500,000 | F. & A. | Aug. '78 4 | Paterson and Ramapo* 100 | 248,000 | J. & J. | July '78 3 | 23d street (N. Y.). 100 | 600,000 | J. & J. | Jan. '78 4 |
| Concord. 100 | 1,500,000 | M. & N. | Nov. '78 6 | Pemb. & Hightstown* 50 | 342,150 | M. & N. | Nov. '78 2 | Somerville (Boston). 100 | 98,000 | M. & N. | Nov. '78 3 |
| Concord and Port. 100 | 350,000 | J. & J. | July '78 24 | Pennsylvania 68,870,200 | M. & N. | Nov. '78 2 | South Boston. 50 | 450,000 | J. & J. | July '78 3 | |
| Conn. & Passump. Riv. 100 | 2,175,700 | F. & A. | Aug. '78 1 | Peoria & Bureau Val.* 100 | 1,200,000 | F. & A. | Aug. '78 4 | Union (Boston). 100 | 374,800 | J. & J. | July '78 5 |
| Connecticut River. 100 | 2,100,000 | J. & J. | Jan. '79 4 | Philadelphia and Erie* 50 | 6,004,300 | J. & J. | Jan. '78 4 | Union (Phila.). 50 | 400,000 | J. & J. | July '78 5 |
| Camden and Atlantic. 50 | 1,202,960 | J.A.J.O. | Oct. '78 24 | prof. 50 | 2,400,000 | M.J.S.D. | Dec. '78 3 | West Philadelphia. 50 | 400,000 | J. & J. | July '77 10 |
| prof. 50 | 241,900 | A. & O. | Oct. '78 4 | Phil. Ger. & Norristown* 50 | 1,626,250 | M.J.S.D. | Dec. '78 3 | CANALS. | | | |
| Camden & Burl. Co. 100 | 381,925 | J. & J. | Jan. '79 3 | Philadelphia & Reading 50 | 32,736,375 | quarterly | Jan. '78 24 | Chesapeake & Delaware 50 | 1,983,563 | J. & D. | June '78 2 |
| prof. 50 | 243,000 | A. & O. | Oct. '78 4 | prof. 50 | 1,551,800 | quarterly | July '78 34 | Delaware Division 50 | 1,633,350 | F. & A. | Apr. '78 2 |
| Danbury and Newr. 50 | 600,000 | quarterly | Mar. '78 14 | Phila. and Trenton. 100 | 1,259,100 | quarterly | Jan. '79 24 | Delaware and Hudson. 100 | 20,000,000 | F. & A. | Aug. '76 4 |
| Dayton & Michigan* 50 | 2,39,350 | A. & O. | Oct. '78 14 | Phila., Wil. & Balt. 50 | 11,564,250 | J. & J. | Jan. '79 4 | Delaware and Hariton* 100 | 6,847,400 | quarterly | Jan. '79 24 |
| prof. 50 | 1,286,100 | quarterly | July '78 2 | Pittsb., Ft. W. & Ohl. 100 | 19,714,285 | quarterly | Dec. '78 14 | Lehigh Coal & Navigat. 60 | 10,548,550 | J.S.D.M. | Sept. '76 14 |
| Delaware* 50 | 1,230,950 | J. & J. | July '78 3 | prof. 100 | 5,504,300 | quarterly | Dec. '78 14 | Monongahela Navigat. 60 | 1,003,500 | J. & J. | Jan. '78 6 |
| Del., Lackaw. & Westn. 50 | 26,200,000 | quarterly | July '78 34 | Pittsfield & N. Adams. 100 | 460,000 | J. & J. | July '78 24 | Morris (consolidated). 100 | 1,025,000 | F. & A. | Feb. '78 2 |
| Detroit & Milwaukee* 50 | 822,140 | — | — | Pittsfield & N. Adams. 100 | 460,000 | J. & J. | July '78 24 | prof. 100 | 1,175,000 | F. & A. | Feb. '78 5 |
| prof. 50 | 2,095,000 | J. & D. | Dec. '69 7 | Port. & Soc. & Portm. 100 | 1,500,000 | J. & J. | July '78 3 | Pennsylvania 60 | 437,950 | — | — |
| Dubuque & Sioux City* 100 | 5,000,000 | A. & O. | Oct. '78 24 | Providence & Worcester. 100 | 2,000,000 | J. & J. | July '78 2 | Schuyl. Nav. (common)* 50 | 1,908,207 | annually | A. '78 70c. |
| East Pennsylvania* 100 | 1,309,200 | J. & J. | July '78 3 | Raleigh and Gaston. 100 | 1,500,000 | J. & J. | July '71 6 | prof. 50 | 2,838,977 | annually | A. '78 140c. |
| East Mahanoy 50 | 392,950 | J. & J. | July '78 3 | Rensselaer & Saratoga* 100 | 6,000,000 | J. & J. | Jan. '78 4 | MISCELLANEOUS. | | | |
| East Tenn. Va. & Ga. 100 | 1,968,274 | A. & O. | Apr. '76 3 | Richmond & Petersburg. 100 | 1,008,000 | J. & J. | Jan. '79 2 | Adams Express. 100 | 12,000,000 | quarterly | Dec. '78 2 |
| Eastern (Mass.). 100 | 4,997,900 | J. & J. | July '78 3 | Roch. & Genesee Val.* 110 | 555,200 | J. & J. | Jan. '78 5 | American Coal. 25 | 1,500,000 | M. & S. | Sept. '77 24 |
| Eastern (N. H.). 100 | 492,500 | J. & J. | July '78 3 | Rome, Watert. and Ogd. 100 | 2,998,900 | J. & J. | July '78 3 | American Express. 100 | 18,000,000 | J. & J. | Jan. '79 2 |
| Elmira, Jef. & Canand* 100 | 600,000 | F. & A. | Feb. '78 24 | Rutland preferred. 100 | 4,168,700 | F. & A. | Feb. '78 34 | Amoskeag Manuf. Co. 100 | 8,000,000 | J. & D. | Oct. '78 5 |
| Elmira & Williamsport* 50 | 600,000 | M. & N. | Nov. '78 24 | St. Croix and Penobscot. 100 | 100,000 | J. & J. | July '71 2 | Calumet and Hecla | | | |

Redemption of Five-Twenty Bonds.

The Secretary of the Treasury issued on the 18th inst., the seventy-fifth call for the redemption of 5-20 bonds of 1865—consols of 1865. The call is for \$10,996,100, of which \$2,439,250 are coupon and \$8,556,850 are registered bonds. The principal and interest will be paid at the Treasury on and after the 18th day of March, 1879, and the interest will cease on that day. The following are the descriptions of the bonds:

Coupon bonds, dated July 1, 1865, namely: \$100, Nos. 147,001 to 148,720, both inclusive; \$500, Nos. 105,001 to 106,695, both inclusive; \$1,000, Nos. 204,001 to 210,542, both inclusive; total coupon, \$2,439,250.

Registered bonds, redeemable at the pleasure of the United States after the first day of July, 1870: as follows: \$50, Nos. 2,494 to 2,503 both inclusive; \$100, Nos. 19,280 to 19,297, both inclusive; \$500, Nos. 11,327 to 11,337, both inclusive; \$1,000, Nos. 89,305 to 89,316, both inclusive; \$5,000, Nos. 12,705 to 12,722, both inclusive; \$10,000, Nos. 25,701 to 26,586, both inclusive; total registered, \$8,556,850; aggregate, \$10,996,100.

New York Central and Hudson River R. R.

The annual report, in the form required by law, has been filed in Albany by the New York Central and Hudson River Railroad Company, and the following tables contain the returns for year ending September 30, 1878, together with a detailed comparison:

STOCK AND DEBTS.

| | Sept. 30, 1877. | Sept. 30, 1878. |
|---|-----------------|-----------------|
| Capital stock..... | \$89,428,800 00 | \$89,428,800 00 |
| Funded debt..... | 39,801,233 33 | 39,801,233 33 |
| Bonds and mortgages given or assumed by the company upon purchase of real estate..... | 534,212 22 | 632,050 56 |
| Average rate per annum of interest on funded debt..... | 6½ per cent. | 6½ per cent. |

COST OF ROAD AND EQUIPMENT.

| | | |
|--|------------------------|------------------------|
| Grading and masonry..... | \$19,501,106 83 | \$19,543,814 40 |
| Bridges..... | 2,528,626 21 | 2,528,026 21 |
| Superstructure, including iron and steel..... | 29,119,425 68 | 29,216,925 68 |
| Passenger and freight stations, buildings, etc.... | 11,926,328 49 | 12,196,709 89 |
| Land, land damages and fences..... | 11,968,899 81 | 12,469,817 91 |
| Locomotives, fixtures and snow ploughs..... | 5,988,903 51 | 5,868,486 79 |
| Passenger and baggage cars..... | 1,764,143 82 | 1,628,292 79 |
| Freight and other cars..... | 10,115,901 93 | 10,223,626 98 |
| Engineering and agencies..... | 2,999,473 27 | 2,999,473 27 |
| Horses..... | 16,985 00 | ..... |
| Harness and stable equipage..... | 4,293 10 | ..... |
| Rochester & Lake Ontario Railroad..... | 150,000 00 | 150,000 00 |
| Buffalo & Niagara Falls Railroad.. | 658,921 56 | 658,921 56 |
| Lowiston Railroad.. | 400,000 00 | 400,000 00 |
| Saratoga and Hudson River R. R. | 2,000,000 00 | 2,000,000 00 |
| Totals..... | \$99,142,408 71 | \$99,894,095 43 |

CHARACTERISTICS OF ROAD.

| | 1877. | 1878. |
|----------------------------|--------|--------|
| Lines owned— | | |
| Length of road, miles..... | 740.17 | 740.17 |
| Second track, miles..... | 465.80 | 465.80 |
| Third track, miles..... | 254.07 | 255.12 |
| Fourth track, miles..... | 225.27 | 225.27 |
| Turnouts, miles..... | 432.14 | 444.09 |
| Lines leased— | | |
| Length of road, miles..... | 260.03 | 260.03 |
| Second track, miles..... | 49.96 | 49.96 |
| Third track, miles..... | 3.85 | 3.85 |
| Fourth track, miles..... | 3.85 | 3.85 |
| Turnouts, miles..... | 37.35 | 37.35 |

| | | |
|---------------------------------------|----------|----------|
| Total miles of track..... | 2,471.99 | 2,484.99 |
| Weight of rail per yard..... (lb.) 65 | (lb.) 65 | (lb.) 65 |
| Number of— | | |
| Engine-houses and shops..... | 61 | 61 |
| Engines..... | 602 | 587 |
| Dummies..... | 8 | 8 |
| First-class passenger cars..... | 416 | 381 |
| Second class emigrant cars.... | 80 | 89 |
| Baggage, mail and express cars | 211 | 218 |
| Freight cars..... | 15,661 | 15,964 |

DOINGS OF THE YEAR IN TRANSPORTATION.

| | 1877. | 1878. |
|---|---------------|------------------------------|
| Miles run by passenger trains.... | 4,594,540 | 4,888,562 |
| Miles run by freight trains..... | 9,774,038 | 11,109,479 |
| Miles run by switch and working trains..... | 5,154,569 | 4,401,501 |
| Passengers carried..... | 8,919,433 | 8,727,565 |
| Miles traveled by passengers..... | 316,847,325 | 300,302,140 |
| Tons of freight carried..... | 6,351,356 | *480,122 †7,695,413 |
| Total movement of freight..... | 1,610,948,685 | *41,600,236 †2042,755,182 |

* Company's freight. † Other freight.

FREIGHT TONNAGE.

| | 1877. | 1878. |
|-----------------------------------|------------------|------------------|
| Products of the forest, tons..... | 414,869 | 415,565 |
| Of animals..... | 855,439 | 1,024,071 |
| Of vegetable food..... | 1,787,112 | 2,628,190 |
| Other agricultural products..... | 386,146 | 597,388 |
| Manufactures..... | 750,389 | 812,882 |
| Merchandise..... | 575,801 | 542,566 |
| Coal..... | 772,916 | 872,436 |
| Other articles..... | 808,684 | 802,315 |
| Totals..... | 6,351,356 | 7,695,413 |

| | Cents per mile. | Cents per mile. |
|--------------------------------------|-----------------|-----------------|
| Rate of fare— | | |
| First class through passengers..... | 1.87 | 2.01 |
| First-class way passengers..... | 2.02½ | 2 & 2½ |
| Second-class through passengers..... | 1.58 | 1.50 |
| Second-class way passengers.. | 2.00 | 1.70 |
| Emigrant through passengers.. | 1.12 | 1.13 |
| Emigrant way passengers..... | 1.35 | 1.18 |

TRANSPORTATION EXPENSES.

| | | |
|--|-----------------------|-----------------------|
| Expenses of maintaining road— | | |
| Repairs of road-bed (excepting cost of rails)..... | \$1,125,993 01 | \$1,355,232 30 |
| Cost of rails used in repairs..... | 229,198 47 | 322,405 57 |
| Repairs of buildings..... | 223,185 28 | 227,716 49 |
| Repairs of fences & gates..... | 27,639 99 | 42,994 63 |
| Taxes assessed on real estate..... | 850,098 65 | 921,506 26 |
| Totals..... | \$2,456,115 40 | \$2,872,855 25 |
| Expenses of repairs of machinery— | | |

| | | |
|---|-----------------------|-----------------------|
| Repairs of engines and tenders..... | \$879,008 18 | \$959,544 97 |
| Repairs of passenger and baggage cars | 425,673 86 | 487,500 19 |
| Repairs of freight cars..... | 1,281,858 62 | 1,256,323 94 |
| Repairs of tools and machinery in shops..... | 78,397 61 | 74,560 28 |
| Incidental expenses, including fuel, etc., at shops.... | 199,846 63 | 159,601 15 |
| Totals..... | \$2,864,784 90 | \$2,937,530 53 |

| | | |
|--|-----------------------|------------------------|
| Expenses of operating road— | | |
| General superintendence..... | \$196,033 35 | \$137,024 58 |
| Agents and clerks..... | 593,697 82 | 1,027,032 16 |
| Conductors, baggagemen and brakemen..... | 750,154 58 | 764,056 96 |
| Enginemen and firemen..... | 1,104,821 70 | 1,097,758 67 |
| Porters, watchmen, flagmen & switchmen..... | 605,145 61 | 583,557 23 |
| Wood and water station attendance | 56,675 87 | 49,927 14 |
| Labor—loading and unloading freight. | 1,088,741 13 | 1,110,689 89 |
| Fuel—cost and labor preparing.... | 1,873,264 65 | 1,996,463 51 |
| Oil and waste..... | 363,944 01 | 304,119 22 |
| Loss and damage on goods and baggage..... | 51,304 28 | 67,266 72 |
| Damages for injuries to persons..... | 92,111 33 | 50,516 02 |
| Damages to property (including cattle killed on track) | 8,185 26 | 24,753 10 |
| Hauling freight cars in New York City | 60,206 81 | 48,516 55 |
| Lighterage and cartage..... | 569,863 62 | 772,708 47 |
| Rents..... | 342,126 66 | 364,865 34 |
| Freight car service. | 1,625,083 34 | 1,673,719 99 |
| Office expenses, stationery, etc..... | 68,088 29 | 61,245 99 |
| Contingencies..... | 175,813 26 | 190,470 51 |
| Totals..... | \$9,625,261 57 | \$10,325,591 55 |

RECAPITULATION OF TRANSPORTATION EXPENSES.

| | | |
|--------------------------------------|------------------------|------------------------|
| Maintaining road-bed, etc..... | \$2,456,115 40 | \$2,872,855 25 |
| Repairs of machinery..... | 2,864,784 90 | 2,937,530 53 |
| Operating expenses..... | 9,625,261 57 | 10,325,591 55 |
| Totals..... | \$14,946,161 87 | \$16,135,977 33 |
| Allotted to passenger transp..... | \$3,616,612 22 | \$3,833,444 18 |
| Allotted to freight transportation.. | 11,329,549 65 | 12,302,533 15 |
| Totals..... | \$14,946,161 87 | \$16,135,977 33 |

EARNINGS.

| | | |
|--------------------|------------------------|------------------------|
| Passengers..... | \$6,576,816 33 | \$6,022,955 65 |
| Freight..... | 16,424,316 67 | 19,045,829 71 |
| Car service..... | 1,057,113 74 | 888,462 46 |
| Rents..... | 1,055,855 72 | 1,244,356 83 |
| Mail service..... | 326,420 52 | 441,143 43 |
| Telegraph..... | 4,417 39 | 6,535 77 |
| Interest..... | 355,281 24 | 384,092 42 |
| Use of road..... | 236,008 31 | 229,721 10 |
| Miscellaneous..... | 542,855 48 | 647,455 81 |
| Totals..... | \$26,579,085 90 | \$28,910,556 18 |

PAYMENTS.

| | | |
|------------------------------|------------------------|------------------------|
| Transportation expenses..... | \$14,946,161 87 | \$16,135,977 33 |
| Interest..... | 2,744,004 59 | 2,796,576 35 |
| Dividends..... | 7,140,659 48 | 7,139,528 00 |
| Rent of other roads | 1,945,572 19 | 1,939,555 70 |
| Totals..... | \$26,776,398 13 | \$28,011,637 38 |

| | 1877. | 1878. |
|---------------|--------------|--------------|
| Deficit..... | \$197,812 28 | \$398,917 80 |
| Balance | | |

The following are deductions from the report:
 Net earnings, 1877.....\$11,632,924 03
 Net earnings, 1878.....12,774,677 86
 Expenses for 1877 were 56.28 per cent of gross earnings.
 Expenses for 1878 were 55.81 per cent of gross earnings.

| | 1877, cents, 1878, cts. | |
|--|-------------------------|--------|
| Earnings per ton per mile on freight..... | 1.01 | 0.91 |
| Expenses per ton per mile on freight..... | 0.60 | 0.59 |
| Profit | 0.41 | 0.32 |
| Earnings per passenger per mile on passengers..... | 2.07 | 2.05 |
| Expenses per passenger per mile on passengers..... | 1.14 | 1.27 |
| Profit | 0.93 | 0.78 |
| Earnings per train mile on freight..... | \$1 68 | \$1 71 |
| Expenses per train mile on freight..... | 1 15 | 1 10 |
| Profit | \$0 53 | \$0 61 |
| Earnings per train mile on passengers..... | \$1 43 | \$1 28 |
| Expenses per train mile on passengers..... | 0 70 | 0 78 |
| Profit..... | \$0 73 | \$0 45 |

The Coal Trade.

The total tonnage of anthracite coal from all the regions for the week ending December 14th, as reported by the several carrying companies, amounted to 389,289 tons, against 420,807 tons in corresponding week last year, a decrease of 33,520 tons. The total amount of anthracite mined for the year is 16,353,173 tons, against 19,549,269 tons for same period last year, a decrease of 3,196,096 tons. The quantity of bituminous coal sent to market for the week amounted to 64,673 tons, against 60,109 tons in corresponding week last year, an increase of 14,564 tons. The total amount of bituminous mined for the year is 3,315,421 tons, against 3,294,997 tons for corresponding period last year, an increase of 20,424 tons. The total tonnage of all kinds of coal for the week is 403,962 tons, against 472,916 tons in corresponding week last year, a decrease of 68,954 tons, and the total tonnage for the coal year is 19,668,594 tons, against 22,844,266 tons to same date last year, a decrease of 3,175,672 tons. The product of the mines of the Cumberland coal region for the week ending December 14 was 20,451 tons, and for the year to that date 1,620,616 tons, an increase of 109,625 tons as compared with the corresponding period of last year. The shipments to the Baltimore and Ohio Railroad were, for the week, 18,599 tons; for the year, 865,086 tons, an increase of 102,736 tons as compared with 1877. The shipments to the Chesapeake and Ohio Canal were, for the week, 279 tons; for the year, 609,925 tons, an increase of 26,464 tons as compared with 1877. The shipments to the Pennsylvania Railroad were, for the week, 1,662 tons; for the year, 145,225 tons, a decrease of 19,735 tons as compared with 1877. The quantity of coal and coke carried over the Pennsylvania Railroad for the second week of December was 97,744 tons, of which 73,310 tons were coal, and 24,435 tons coke. The total carried for the year is 4,702,519 tons, of which 3,625,856 tons were coal and 1,076,663 tons coke. These figures embrace all the coal carried over the road, east and west. The Reading Railroad carried 123,000 tons of anthracite coal for the week ending December 21, of which 48,500 tons were sent to Port Richmond.—*Phila. Ledger*, Dec. 23.

Illinois and St. Louis Bridge.

The Illinois and St. Louis Bridge was sold at St. Louis on the 20th inst. under a decree of the Court foreclosing the first and second mortgages, and bought by Anthony J. Thomas, of New York on behalf of the bondholders for \$2,000,000—\$50,000 gold being paid as earnest money. After the sale is confirmed by the Court it will become the property of a new company recently organized at St. Louis, called the St. Louis Bridge Company. The Directors of this company are: Solon Humphreys, J. S. Walsh, E. W. Woodward, G. B. Allen, and Edward Walsh, Jr. The officers are: Solon Humphreys, of New York, President; Ed. Walsh, Jr., of St. Louis, Secretary; and Anthony J. Thomas, of New York, Treasurer. The capital stock of the new company is placed at \$7,990,000. The contract entered into stipulates that the company will give to holders of the first mortgage new bonds, at par; to holders of the second mortgage will be issued first preferred stock, and to holders of the third mortgage second preferred stock. The arrangement also contemplates the setting apart of the earnings of the bridge until 1881, to be divided between the first mortgage bondholders and the holders of indebtedness incurred while the property was in the hands of the receiver.

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Anybody can learn to make money rapidly operating in Stocks, by the "Two Unerring Rules for Success," in Messrs. Lawrence & Co.'s new circular. The combination method, which this firm has made so successful, enables people with large or small means to reap all the benefits of largest capital and best skill. Thousands of orders, in various sums, are pooled into one vast amount and co-operated as a mighty whole, thus securing to each shareholder all the advantages of the largest operator. Immense profits are divided monthly. Any amount, from \$5 to \$5,000, or more, can be used successfully. N. Y. *Baptist Weekly*, September 26th, 1878, says: "By the combination system \$15 would make \$75, or 5 per cent; \$50 pays \$350, or 7 per cent; \$100 makes \$1,000, or 10 per cent on the stock, during the month, according to the market." *Frank Leslie's Illustrated Newspaper*, June 29th: "The Combination method of operating stocks is the most successful ever adopted." *New York Independent*, Sept. 12th: "The combination system is founded upon correct business principles, and no person need be without an income while it is kept working by Messrs. Lawrence & Co." *Brooklyn Journal*, April 29th: "Our editor made a net profit of \$101 25 from \$20 in one of Messrs. Lawrence & Co.'s combinations." New circular (mailed free) explains everything. Stocks and bonds wanted. Government bonds supplied. Lawrence & Co., Bankers, 57 Exchange Place, N. Y.

NOTICE.

THE NEW YORK ELEVATED RAILROAD COMPANY,
 TREASURER'S OFFICE, No. 7 BROADWAY,
 New York, Dec. 22, 1878.

THE INTEREST DUE IN JANUARY NEXT on the bonds of this company, will be paid on and after THURSDAY, Jan. 2, 1879, on presentation of the coupons at the Corn Exchange Bank, corner of William and Beaver sts.

J. A. COWING, Treasurer.

THE LAKE SHORE AND MICHIGAN SOUTHERN RAILWAY COMPANY,
 TREASURER'S OFFICE, GRAND CENTRAL DEPOT,
 New York, Dec. 20, 1878.

THE DIRECTORS OF THIS COMPANY HAVE this day declared a dividend of THREE PER CENT. upon its Capital Stock, payable on the first day of February next, at this office.

The Transfer Books will be closed at 3 o'clock P. M. on TUESDAY, the 31st inst., and will be reopened on the morning of WEDNESDAY, the 5th day of February next.
 E. D. WORCESTER, Treasurer.

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| | | | |
|-----------------------|-----------------------|--------------------------|--------------------------|
| Anvils | Clothespin Machinery | Hay Presses | Planers, Iron |
| Ax Handle Lathes | Dovetailers | Horse Powers | Planers, Wood |
| Bellows | Drop Presses | Hub Machinery | Portable Mills |
| Belting | Drill Presses | Hoisting Engines | Power Hammers |
| Blowers | Daniel's Planers | Hydraulic Presses | Portable Engines |
| Brushers | Door Machinery | Irregular Moulders | Printers' Machinery |
| Band Saws | Edgers | Jacks | Pipe, steam & water |
| Buzz Saws | Elevators | Jig Saws | Planers & Matchers |
| Bolt Cutters | Extractors | Jack Screws | Portable Grist Mills |
| Bolt Machines | Emery Wheels | Looms | Rolls |
| Bobbin Lathes | Engines, 1 to 300 h p | Lathes, Iron | Re-Saws |
| Boring Machines | Excelsior Machines | Lath Machinery | Radial Drills |
| Boiler Feed Pumps | Fans | Lathes, Wood Turning | Rivet Machines |
| Boilers, 1 to 100 h p | Forges | Leather Belts, 2 to 24 i | Ring Spin'ing Frames |
| Box Board Matchers | Fire Pumps | Matchers | Rubber Belt'g, 2 to 24 i |
| Blind Slat Crimpers | Foot Lathes | Mortisers | Saws |
| Blind Slat Tenoners | Fire Engines | Mill Spindles | Scales |
| Box Board Machinery | Friction Clutches | Milling Machines | Shears |
| Cards | Gearing | Moulding Machines | Saw Mills |
| Chucks | Grist Mills | Nut Tappers | Saw Arbors |
| Cupolas | Governors | Nut Machinery | Surfacers |
| Crushers | Gear Cutters | Pumps | Swing Saws |
| Cob Crackers | Gauge Lathes | Punches | Steam Pumps |
| Circular Saws | Grindstones | Pickers | Steam Yachts |
| Cotton Machinery | Gray & Woods' Plan'r | Pulleys | Steam Gauges |
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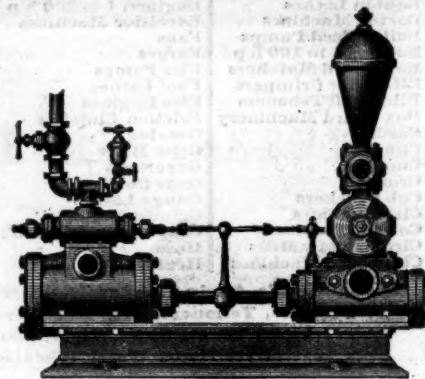
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